

609636

ACCOUNTS AND PAPERS:

SIXTY-THREE VOLUMES.

— (48.) —

COMMERCIAL REPORTS—*continued.*

Session

31 January 1893— 5 March 1894.

VOL. XCVII.

1893-94.

ACCOUNTS AND PAPERS:

1893-94.

SIXTY-THREE VOLUMES:—CONTENTS OF THE FORTY-EIGHTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N^o at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

COMMERCIAL REPORTS—*continued.*

[c. 6855.] Trade Reports (Annual Series), 1893-94, Nos. 1113 to 1329—*continued.*

Sweden:

- No. 1125. Report for the Year 1891 on the Trade of Stockholm and the Eastern Coast of Sweden (reference to previous Report, Annual Series, No. 772). p. 1
- No. 1156. Report for the Year 1892 on the Trade of Sweden (reference to previous Report, Annual Series, No. 62). 25
- No. 1247. Report for the Year 1892 on the Trade of the Consular District of Gothenburg (reference to previous Report, Annual Series, No. 1067). 35
- No. 1256. Report for the Year 1892 on the Trade of the Consular District of Stockholm (reference to previous Report, Annual Series, No. 1125). 67

Switzerland:

- No. 1116. Report for the Year 1891 on the Finances of Switzerland (reference to previous Report, Annual Series, No. 939). 91
- No. 1129. Report for the Year 1891 on the Trade and Agriculture of Switzerland (reference to previous Report, Annual Series, No. 967). 107
- No. 1323. Report for the Years 1892-93 on the Trade of Switzerland (reference to previous Report, Annual Series, No. 1129). 131

Tripoli:

- No. 1159. Report for the Years 1891-92 on the Trade of Bengazi (reference to previous Report, Annual Series, No. 903). 147

Tunis:

- No. 1293. Report for the Year 1892 on the Trade of Tunis (with Plan of Port) (reference to previous Report, Annual Series, No. 1109). 159

Turkey:

- No. 1121. Report for the Year 1891 on the Trade of Damascus (reference to previous Report, Annual Series, No. 690). 177
- No. 1142. Reports for the Years 1890-91 on the Trade of Baghdad and Bussorah (reference to previous Reports, Annual Series, Nos. 783 and 921). 187

Turkey—continued.

- No. 1310. Report for the Years 1891-92 on the Trade of the Consular District of Salonica (reference to previous Report, Annual Series, No. 962). p. 207
- No. 1173. Report for the Year 1892 on the Trade of Trebizond (reference to previous Report, Annual Series, No. 1059). 255
- No. 1179. Report for the Year 1892 on the Trade of Adrianople (reference to previous Report, Annual Series, No. 1021). 271
- No. 1186. Report for the Year 1892 on the Trade, &c., of Palestine (reference to previous Report, Annual Series, No. 1023). 279
- No. 1200. Report for the Year 1892 on the Trade of the Consular District of Aleppo (reference to previous Report, Annual Series, No. 1017). 287
- No. 1224. Report for the Year 1892 on the Trade, &c., of the District of the Consulate-General at Constantinople (reference to previous Report, Annual Series, No. 1099). 303
- No. 1242. Report for the Year 1892 on the Trade of the Consular District of Erzeroum (reference to previous Report, Annual Series, No. 1050). 339
- No. 1254. Report for the Year 1892 on the Trade of the District of the Smyrna Consulate-General (reference to previous Report, Annual Series, No. 1062). 351
- No. 1261. Report for the Year 1892 on the Trade of Damascus (reference to previous Report, Annual Series, No. 1121). 361
- No. 1264. Report for the Year 1892 on the Trade of the Consular District of Jeddah (reference to previous Report, Annual Series, No. 1102). 371
- No. 1271. Further Report for the Year 1892 on the Trade of the Consular District of Erzeroum (Van and Kharput) (reference to previous Report, Annual Series, No. 1242). 387
- No. 1279. Report for the Years 1891-92 on the Trade of Beyrout (reference to previous Reports, Annual Series, No. 908). 397
- No. 1320. Report for the Year 1892 on the Trade of Baghdad and Bessorah (reference to previous Report, Annual Series, No. 1142). 417

United States:

- No. 1157. Report for the Year 1892 on the Foreign Commerce of the United States. 433
- No. 1164. Report for the Year 1892 on the Trade of the Consular District of Galveston (reference to previous Report, Annual Series, No. 989). 459
- No. 1176. Report for the Year 1892 on the Trade of Baltimore and District. 483
- No. 1181. Report for the Year 1892 on the Trade of the Consular District of Boston (Mass.) (reference to previous Report, Annual Series, No. 1015). 507
- No. 1203. Report for the Year 1892 on the Trade of the Consular District of Charleston, S. C. (reference to previous Report, Annual Series, No. 1072). 519
- No. 1205. Report for the Year 1892 on the Trade of the Consular District of New Orleans (reference to previous Report, Annual Series, No. 986). 563
- No. 1233. Report for the Year 1892 on the Trade of the Consular District of Chicago (reference to previous Report, Annual Series, No. 1103). 605

FOREIGN OFFICE.
1892.
ANNUAL SERIES.

No. 1125.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

SWEDEN.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF STOCKHOLM AND THE EASTERN COAST
OF SWEDEN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 772.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN

1892.

Price Three Halfpence.

[C.6855-12]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Page.	No.	Page.
1009. Mozambique	1d.	1067. Gothenburg	2d.
1010. Wenchow	1d.	1068. Buenos Ayres	1½d.
1011. Mogador	2½d.	1069. Loanda	1½d.
1012. Amoy	1d.	1070. Guatemala	1d.
1013. Kinkiang	1d.	1071. Zanzibar	1d.
1014. Stettin	1½d.	1072. Charleston	2½d.
1015. Boston	1d.	1073. Nice	1d.
1016. Callao	1d.	1074. Caracas	1d.
1017. Aleppo	1d.	1075. Lisbon	2d.
1018. Santos	2½d.	1076. Calais	2d.
1019. Piræus	1d.	1077. Rio Grande do Sul	5½d.
1020. Mogador	1d.	1078. Philadelphia	2½d.
1021. Adrianople	¾d.	1079. Brindisi	2d.
1022. Tripoli	1d.	1080. New York	2d.
1023. Jerusalem	1d.	1081. San Francisco	1½d.
1024. Odessa	6d.	1082. Frankfort	4d.
1025. Genoa	1½d.	1083. Hiogo	1½d.
1026. Kiangchow	1d.	1084. Tokio	1½d.
1027. Batoum	4½d.	1085. Amsterdam	1d.
1028. Buenos Ayres	1d.	1086. San Francisco	3d.
1029. Batavia	1d.	1087. Bangkok	¾d.
1030. Santo Domingo	¾d.	1088. Soul	1½d.
1031. San José	1d.	1089. Chiengmai	1d.
1032. Manila	1½d.	1090. Copenhagen	¾d.
1033. Marseilles	1d.	1091. New Caledonia	¾d.
1034. Swatow	1d.	1092. Bushire	2d.
1035. Paris	1d.	1093. Tamsui	1d.
1036. Ichang	5d.	1094. Dunkirk	1d.
1037. Pakhoi	1d.	1095. Port Said	1d.
1038. Foochow	1d.	1096. Guatemala	¾d.
1039. Brest	1d.	1097. Chungking	9d.
1040. Madeira	1d.	1098. Nagasaki	1d.
1041. Antwerp	1½d.	1099. Constantinople	2d.
1042. Taganrog	2½d.	1100. Buenos Ayres	¾d.
1043. Algiers	2½d.	1101. Shanghai	2d.
1044. Hankow	1½d.	1102. Jeddah	¾d.
1045. Nantes	1½d.	1103. Chicago	3d.
1046. Belgrade	2d.	1104. Erzeroum	¾d.
1047. Fiume	1d.	1105. Loanda	3d.
1048. Wuhu	1d.	1106. Macao	¾d.
1049. Cagliari	1d.	1107. Canton	1d.
1050. Erzeroum	1d.	1108. Paramaribo	1½d.
1051. Syra	1d.	1109. Tunis	1½d.
1052. Cherbourg	1d.	1110. Sofia	3d.
1053. Lima	1d.	1111. Brunel	1½d.
1054. Bilbao	1½d.	1112. Athens	2½d.
1055. Cadiz	2d.	1113. Alexandria	2d.
1056. Corunna	2½d.	1114. Vienna	1d.
1057. Saigon	1d.	1115. Stettin	2½d.
1058. Port-au-Prince	1d.	1116. Berne	1d.
1059. Trebizond	1d.	1117. Palermo	2½d.
1060. Barcelona	1½d.	1118. Tokio	1½d.
1061. Tainan	1d.	1119. St. Petersburg	3d.
1062. Smyrna	1½d.	1120. Teneriffe	1d.
1063. Old Calabar	¾d.	1121. Damascus	1d.
1064. Samoa	¾d.	1122. Naples	2d.
1065. Tahiti	1d.	1123. Hakodate	1d.
1066. Chefoo	6d.	1124. Montevideo	2½d.

No. 1125.

Reference to previous Report, Annual Series No. 772.

S W E D E N .

STOCKHOLM.

Consul Constable to the Earl of Rosebery.

My Lord, *Stockholm, September 5, 1892.*
I HAVE the honour to transmit to your Lordship, herewith,
my Report on the Trade and Commerce of Stockholm and of the
Eastern Coast of Sweden for the year 1891.
I have, &c.
(Signed) M. S. CONSTABLE.

*Report on the Trade and Commerce of Stockholm and of the
Eastern Coast of Sweden for the Year 1891.*

ABSTRACT of Contents.

	PAGE
Stockholm—	
Trade report	1
Shipping and navigation	1
Freights	1
Imports	1, 9
Exports	3, 8
Custom dues	5
Emigration	5
Sundsvall—	
Trade report	5
Shipping	5, 11
Custom dues	5, 6
Exports	6, 10
Imports	6, 10
Gefle—	
Trade report	6
Exports	6
Imports	7, 11, 13
Shipowners	7, 12
Shipping	7, 12
Hudiksvall—	
Exports	13, 15
Imports	14
Shipping	14
(1407)	A 2

ABSTRACT of Contents—continued.

	PAGE
Söderhamn—	
Exports	15
Imports	16
Shipping	16
Oscarshamn—	
Exports	17
Imports	17
Customs	17
Kalmar—	
Exports	18, 19
Imports	18, 19
Shipping	19
Gotland—	
Exports	20
Imports	20
Shipping	20

Shipping and navigation. In the course of the year under review 1,877 vessels, of an aggregate tonnage of 818,620 tons, entered the port from abroad. Of these 609, of 277,195 aggregate tonnage, were Swedish; 582, of an aggregate tonnage of 80,096 tons, Russian Finns; and 270, of an aggregate tonnage of 229,010 tons, were British.

The majority of the Russian Finn vessels were smacks, "skutor," loaded with fire-wood, arriving from Aland.

Compared with the previous year there has been a falling-off in the British tonnage of 46 vessels and 26,419 tons.

As is usually the case coals made up the bulk of the import trade, the remainder being general cargo. Very few ships find return freight from this port, but proceed north to load wood.

Freights. The freight market was not a profitable one, low freights ruling throughout the whole of the shipping season. The outward freights were especially low, and may be estimated at an average of 4s. 3d. only. Owing to a marked improvement in the wood business the homeward freights were somewhat better, but the reports respecting the prospects of the timber trade for 1892 give little reason to hope that any further improvement will take place on this account.

Imports—Coals. The table of imports annexed in the appendix gives very much the same figures for all the principal articles as those of the previous year. Coals, however, give an increase of about 8,600 tons.

The import returns show a steady rate of increase for a considerable number of years past, which is to be attributed to the advance made by Swedish manufacturing industries.

Grain. Under this heading wheat showed an increase compared with the previous year. The import of rye on the other hand was much less, on account of the very high prices ruling during the latter part of the year.

Iron and steel. The considerable decrease in the various imports under this heading, and especially in manufactured iron, is altogether due to the new heavy duties which have been placed upon them. This

is proved by the fact that the import of rails, which still come in free, showed an increase.

For tubes, fittings, and hardware generally, British makers a few years ago had a good market in Sweden, but lately the Germans have been steadily out-competing them. That their goods are inferior to the British is indisputable, but they are cheaper, and cheapness appears to rule the market. It is to be feared that unless English manufacturers can see their way to furnishing a cheaper class of goods they will have little chance of maintaining their Swedish trade connection in manufactured iron.

In this branch Sheffield houses used almost to monopolise the Cutlery trade in this country, but of late years the Swedes have made such progress in the manufacture of cutlery goods that the produce of the Eskistuna Works is now as much sought after as the best Sheffield brands. In spite of this Sheffield goods would have been able to hold their own in the market to a considerable extent, were it not for the duties which have been recently set on them in conformity with the new protective system adopted by this country.

The same remarks apply as regards machinery. Swedes are excellent engineers and great strides have been made of late years in this department. The 10 per cent. ad valorem duties, moreover, protect the trade against foreign competition. Low profits rule in this industry at the present moment, notwithstanding the protection, for wages are naturally tending to rise and raw materials to advance in price.

The shipbuilding trade was for some time protected with a Ships and 10 per cent. ad valorem duty on ships or parts of ships, notwithstanding that the duty was unpopular even with the ship builders themselves.

This duty was repealed at the end of the year 1891.

The import both of raw and refined sugar shows a considerable Sugar decrease. The import of colonial sugar for the Stockholm refineries was about the same as usual, and the quotations of the refined article followed closely the foreign quotations.

The manufacture of sugar from beetroot is largely on the increase in Sweden, and the cultivation of the root, which has been hitherto confined to the especially suitable soil of the province of Skane, is now being grown in other parts of the country. The crop for the year 1891 was a very good one.

The customs duty on imported sugar is at the rate of 23 kronor 50 ore (1*l.* 6*s.*) per 100 kilos., whereas the excise tax on beet sugar is only half of this amount, even when estimating the beetroot at a very low sugar test. Competition for colonial sugar is, therefore, made very difficult.

The increase of the import under this heading is to be Wine attributed to speculative buying. It was expected that the duties on certain kinds of wine would be raised.

At the commencement of the year prices were high, but they Exports— soon fell considerably, and continued low until nearly the end of Wood. the shipping season. Prices then improved, owing to a sudden

increase in the French demand, which took place in consequence of the expected imposition of higher duties by the French legislature on the importation of sawn wood.

Iron and steel. The export trade in the articles under this heading was, generally speaking, not a profitable one. There was an increase in the export of pig iron towards the latter part of the season, and a very large increase in the export of iron wire, but the total figure for all descriptions of steel and iron showed a falling-off on the year.

The prices quoted by the Ironworkers' Association on November 25, 1891, f.o.b., Stockholm, were as follows:—

					Per Ton of 1,016 Kilos.		
					£	s.	d.
Hammered iron, ordinary	..	..	..	..	8	2	6
Rolled	"	"	..	..	7	17	6
"	"	best	..	..	8	2	6

Grain. The late spring and the want of rain in the early part of the summer were unfavourable to the harvest prospects.

Wheat and rye. Wheat and rye crops, however, were on the whole satisfactory, oats and barley, on the other hand, falling much below the average.

Scarcity of labour, caused by the increasing emigration, is beginning to be seriously felt, and there is a general complaint that the crops come too late into the market. Shipments of the new oat crop were few, though prices ruled high.

The following table shows the extent of the spring (old crop) and autumn shipments of oats (new crop) during the last five years:—

SPRING SHIPMENTS.

January to September 30—							Tons.
1887	..	..	..	..	..	..	121,378
1888	..	..	..	..	..	..	118,064
1889	..	..	..	..	..	..	103,011
1890	..	..	..	..	..	..	14,079
1891	..	..	..	..	..	..	152,628

AUTUMN SHIPMENTS.

October 1 to December 30—							Tons.
1887	..	..	..	..	..	..	126,283
1888	..	..	..	..	..	..	47,349
1889	..	..	..	..	..	..	11,352
1890	..	..	..	..	..	..	54,057
1891	..	..	..	..	..	..	23,143

The export of oats in the beginning of the year was very considerable, owing to the abundance of the old crop and to a reduction in railway rates. Prices rose steadily until the middle of May, when there was a relapse; but shipments from the old

crop continued, nevertheless, until September. The prices quoted here did not fluctuate so much as on the foreign markets on account of the large home consumption.

In the late summer the entire failure of the Russian crops caused a great disturbance in the Swedish grain market, which culminated in the month of August, when the further export of wheat and rye was prohibited from Russian ports. This was an unexpected move, and resulted in a very rapid rise in prices, which fortunately, owing to good supplies coming in from other grain exporting countries, was soon checked.

The duties levied at the Stockholm custom-house during 1891 amounted to 687,386*l.* custom dues and 1,093*l.* lighthouse and beacon dues, showing a decrease as compared with those of the previous year of respectively 79,008*l.* and 151*l.*

The increased cost of living and uncertainty with regard to the future conscription law gave a considerable impulse to emigration.

The figures for the past two years are as follows:—

							Number.
1890	..	..	..	..	..	..	25,508
1891	..	..	..	..	..	..	32,454

Sundsvall.

Vice-Consul Bredenberg, in sending in his report, draws attention to the steady increase in British shipping at his port of late years, as shown by the following table:—

Year.	Number of Vessels.	Tons.
1882	112	61,121
1887	214	143,379
1891	250	189,939

The number of ships for the year 1891 is thus double that for the year 1882, and their total tonnage three times as considerable.

On comparing the returns of all shipping during the year it will be noticed that the port has been visited by 1,453 vessels, with an aggregate tonnage of 631,027, of which 250 vessels, with an aggregate tonnage of 231,082, were British, thus making the number of the latter more than one-seventh, and their tonnage nearly one-third of the total. The Swedish tonnage is included in this estimate.

The dues and duties collected by the Sundsvall custom-house during the last four years have been as follows:—

Year.	Total Amount Collected.	
	Currency.	Sterling.
	Kronor.	£
1888	1,780,516	98,917
1889	2,039,520	113,306
1890	2,006,895	111,494
1891	1,837,686	102,093

the last year showing a decrease compared with the preceding one of 169,209 kronor (9,401*l.*), but an increase compared with 1888 of 57,170 kronor (3,176*l.*).

Increase in exports.

The exports show an increase in the wood trade of 3,081 standards compared with that for the preceding year, and as the prices in general ruled higher the year was a favourable one for shippers.

Imports.

With regard to the imports, it will be noticed that the principal increase occurs in the item of grain. This may be attributed to the fact that Swedish prices ruled higher than German prices during the greater part of the year.

A falling-off, on the other hand, occurred in the quantities of sugar and butter imported. In the case of butter this may be explained by an increase in the local output.

Vessels belonging to Sundsvall.

At the end of the year there were 109 vessels belonging to the port of Sundsvall, with a total of 18,454 tons register. Of these 73 are steamers, 25 barques, 2 barkentines, 2 brigs, 5 schooners, 1 brigantine, and 1 sloop.

New manufactory.

A new manufactory was established during the year 1891, in Sundsvall, for making ball bearings to carriages and engine shafts. Patents have been taken out in most European countries, as well as in America, by this firm.

Gefle.

Exports—Wood goods.

Vice-Consul Kökeritz reports from Gefle that the volume of trade was pretty well maintained during the past year, although the prices obtained for the most important staple of the place, viz., wood goods, were very low. With an increase of about 2,000 standards in quantity the value showed a reduction of no less than 88,700*l.*

Although prices for sawn wood stocks stood high at the commencement of 1891 the result of the whole trade was nevertheless unsatisfactory. Prices fell rapidly in the early part of the year, partly on account of the immense supply of logs brought in from the forests in the winter 1889–90, and partly on account of the collapse of several important London importing firms, which caused large quantities of sawn wood to be realised by auction in London, thus overstocking the market just at the most critical

time of the year, when contracts for delivery during the season are usually entered into. After the import duties on sawn wood, however, had been finally voted by the French Legislature, to take effect from February 1, 1892, French importers began to buy on a large scale, which had the effect of steadying the market and causing prices to advance. This improvement was still more marked towards the end of the year, when the effects of the scarcity in the supply of logs for the winter 1891 began to be felt. The close of the year left exporters with small stocks and good promise of better prices for the following year.

The business done by the iron and steelworks of the district was not satisfactory for the year 1891. As the season advanced the margin between the cost of production and selling prices became very small, and many concerns were working at little or no profit. The American demand, which is such an important factor in the steel branch, was much diminished during the latter half of the year, with the result that many firms were obliged to place a considerable part of their output to stock. Very little improvement has yet manifested itself.

The import trade of the town shows a great falling-off, which Imports. Mr. Kökeritz attributes to the protectionist duties voted by the Swedish Riksdag about two years ago.

In this connection Mr. Kökeritz reports that the increased cost of many of the necessities of life consequent upon the introduction of these duties was the cause of some difficulties. Working men demanded a corresponding increase of wages, which employers were in many cases unable to afford.

A considerable diminution occurred in the quantities of grain and coals imported during 1891.

In the case of the former the cause is, no doubt, to be Grain. sought in the duties before mentioned, and the bad crops in Russia; in the latter in the depressed condition of the iron and steel trades of the district. The fear of a fall in the price of coals Coals. for 1892 had also, no doubt, something to do with restricting the coal import; coal merchants not caring to carry over to 1892 more than the smallest possible stock.

Mr. Kökeritz reports that, for the first time for some years, Shipowners. the shipowning interest of Gefle appears to be looking up. One or two owners have purchased steam-tonnage in England during the past year or so, and it is anticipated that this example will be followed by others, now that the 10 per cent. duty on the import of foreign-built tonnage has been removed.

Iron shipbuilding has been carried on with fair success by Shipbuilding. one firm at the port, but with this exception the industry has practically ceased in the district.

*Appendix.*RETURN of Principal Articles of Export from Stockholm
during the Years 1890-91.

Articles.		Quantity.	
		1890.	1891.
Bar-iron	Cwts. . .	871,510	749,072
Manufactured iron	" ..	49,505	13,943
Iron wire	" ..	27,999	59,902
Sheet-iron	" ..	56,436	37,663
Scrap and bloom iron	" ..	41,525	57,593
Pig-iron	" ..	252,288	314,402
Steel	" ..	76,676	63,704
Lead ore	" ..	35,188	44,418
Oats	" ..	280,849	407,868
Hides and skins	" ..	18,862	9,099
Clover and grass seeds. . .	" ..	1,763	1,596
Tar	" ..	37,936	18,375
Deals and battens	Standards ..	8,245	14,423
Matches	Cwts. . .	5,130	5,160
Carpentry	Value £	31,677	43,353
Wood pulp	Cwts. . .	6,048	9,132
Implements and machinery ..	Value £	3,153	4,874
Punch	Gallons ..	3,153	4,874
Brandy and spirit	" ..	10,476	4,884
Rags	Cwts. . .	1,538	6,231
Tallow	" ..	3,907	8,749
Oil cakes	" ..	22,800	6,327
Zinc ore. . .	" ..	102,576	78,500

RETURN of Principal Articles of Import to Stockholm during
the Years 1890-91.

Articles.		Quantity.	
		1890.	1891.
Asphalte	Cwts.	18,868	21,730
Almonds	"	2,855	3,094
Brandy, arrack, in casks ..	Gallons	139,854	118,415
Rum, in casks	"	1,778	2,390
Cognac	"	80,846	112,171
" bottled	"	7,339	10,081
Butter	Cwts.	13,832	11,350
Cement	"	27,960	6,276
Coals and coke	Cubic feet	17,720,764	18,065,599
Coffee	Cwts.	85,969	87,649
Colours	"	12,628	10,816
Copper	"	6,213	7,605
Cotton	"	9,410	8,078
Cork-wood	"	20,034	22,580
Fish, herrings	"	113,994	115,075
" cod	"	7,053	7,163
Glass, window	"	4,335	4,970
" mirrors	"	1,891	1,969
Grain—			
Wheat	"	226,275	368,681
Barley	"	22,389	..
Rye	"	682,825	464,593
Maize	"	35,504	28,601
Rice	"	29,593	35,066
Hemp	"	14,774	13,451
Hides (not fur)	"	5,316	5,097
" prepared	"	18,482	16,426
Hops	"	3,942	3,807
Iron and steel, pig	"	159,208	112,390
" bars and manufactured ..	"	88,160	45,666
" rails	"	19,026	42,315
" sheet	"	15,688	16,450
Liqueur	Gallons	7,480	8,561
Meat	Cwts.	7,737	10,653
Manure	"	251,540	205,283
Oils—			
Linseed	"	3,131	6,003
Other fatty oils, in casks ..	"	46,094	40,911
" " in other			
vessels	"	764	2,004
Mineral, raw	"	28,006	13,657
Refined	"	230,593	253,570
Oil cakes	"	122,200	111,953
Oranges	"	7,413	5,858
Pepper	"	2,009	1,802
Pork	"	50,727	38,146
Potatoes	"	112,968	72,785
Potashes	"	12,493	12,455
Raisins	"	8,415	4,562
Rope	"	2,232	2,378
Rye meal	"	25,093	17,306
Salt	Cubic feet	539,159	669,886
Seeds	Cwts.	73,589	74,195
Shoddy	"	2,696	1,612
Soda	"	52,532	54,443
Sugar, refined	"	75,434	43,421
" raw	"	135,593	125,624

RETURN of Principal Articles of Import to Stockholm during
the Years 1890-91—continued.

Articles.		Quantity.	
		1890.	1891.
Tallow	Cwts.	29,442	18,786
Tea	"	676	741
Tin, unworked	"	2,161	2,120
Tobacco	"	23,807	13,529
Wheaten flour	"	122,787	132,920
Wine, in casks	Gallons	19,540	49,655
" bottled	"	63,336	154,376
Wool	Cwts.	8,076	1,744

RETURN of the Principal Articles of Export from Sundsvall
during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Wood goods	Standards	272,187	£	269,106	£
Iron and steel	Tons	6,040	...	6,394	...
Total	...	...	...	...	...

RETURN of Principal Articles of Import to Sundsvall during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Coa. and coke	Tons	17,370	£	18,503	£
Grain and flour	"	6,075	...	4,275	...
Sugar	"	1,834	...	2,284	...
Petroleum	"	1,422	...	1,577	...
Treacle	"	999	...	1,136	...
Coffee	"	954	...	863	...
Meat and pork	"	925	...	1,529	...
Butter	"	178	...	334	...
Wine and spirits	Gallons	32,785	...	12,255	...
Total	...	...	...	...	...

RETURN of all Shipping at the Port of Sundsvall for the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	2,695.44	243	228,387.19	250	231,082.63
Swedish	365	87,238.27	119	43,157.34	484	130,395.61
Norwegian	298	115,011.65	16	14,210.37	314	129,222.02
German	26	7,543.64	61	34,894.77	87	42,438.41
Finnish	52	16,118.30	61	13,956.68	113	30,074.98
Dutch	60	24,133.03	6	4,958.11	66	29,091.14
Danish	72	16,191.77	16	11,764.74	88	27,956.51
French	17	3,423.86	2	1,661.43	19	5,084.79
Spanish	...	...	5	4,903.58	5	4,903.58
Other countries ...	6	2,334.32	1	1,445.31	7	3,779.63
Total	903	271,687.78	550	359,339.52	1,453	631,027.30
„ for the year preceding ...	971	280,459.16	510	330,018.46	1,481	610,477.62

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	2,695.44	243	228,387.19	250	231,082.63
Swedish	366	87,587.41	119	43,157.34	485	130,744.75
Norwegian	297	114,791.32	16	14,210.37	313	129,001.69
German	26	7,543.64	61	34,894.77	87	42,438.41
Finnish	52	16,118.30	61	13,956.68	113	30,074.98
Dutch	60	24,133.03	6	4,958.11	66	29,091.14
Danish	72	16,191.77	16	11,764.74	88	27,956.51
French	17	3,423.86	2	1,661.43	19	5,084.79
Spanish	...	...	5	4,903.58	5	4,903.58
Other countries ...	6	2,334.32	1	1,445.31	7	3,779.63
Total	903	271,818.59	550	359,339.52	1,453	631,158.11
„ for the year preceding ...	969	279,949.67	511	330,102.50	1,480	610,052.17

RETURN of Principal Articles of Export from Gefle during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£ s. d.		£ s. d.
Wood goods	Standards	131,551	820,638 15 5	129,576	909,323 8 11
Iron and steel	Tons	32,175	238,667 16 4	38,467	310,563 4 1
Other articles	...	...	27,681 17 6	...	27,742 4 10
Total	...	...	1,086,988 9 3	...	1,247,628 17 10

RETURN of the Principal Articles of Import to Gefle during the
Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£ s. d.		£ s. d.
Grain, &c.	Tons	10,027	101,053 9 11	14,288	105,514 19 9
Coffee	Cwts.	7,368	29,685 0 6	8,269	39,052 7 0
Pork and beef	Tons	486	16,088 18 8	687½	20,012 0 0
Sugar	Cwts.	7,796	7,100 9 0	19,155	17,501 11 0
Wine and spirits	Gallons	20,735	10,306 17 0	9,029	4,187 13 0
Coal	Tons	105,473	60,646 13 6	120,888	80,272 1 9
Cotton	Cwts.	9,209	20,976 0 0	10,991	25,952 3 0
Oil	"	48,689	18,239 12 5	38,129	15,410 0 0
Machinery	"	"	12,032 17 0	"	15,428 0 0
Other articles	"	"	64,564 17 0	"	58,116 19 3
Total ...	"	"	340,644 9 6	"	381,447 14 7

RETURN of all Shipping at the Port of Gefle in the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	2,949·91	94	92,340·06	98	95,289·97
Swedish	97	28,487·65	139	60,897·55	236	89,385·20
German	43	12,021·92	23	13,185·97	71	25,207·89
Norwegian	75	26,010·76	11	6,657·78	84	32,668·56
Danish	20	4,406·22	3	2,104·92	23	6,511·14
Russian	22	5,363·52	2	1,044·33	24	6,907·85
Other countries	19	7,205·09	3	2,919·14	22	10,124·23
Total ...	278	86,925·09	280	179,149·75	558	266,074·84
" for the year preceding ...	"	"	"	"	"	283,461·48

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	4,226·76	132	129,392·42	137	133,619·18
Swedish	136	33,077·38	182	90,255·68	318	123,333·01
German	44	13,323·46	31	15,314·12	76	28,642·58
Norwegian	76	27,275·14	16	10,431·11	92	37,706·25
Danish	23	5,040·24	5	4,198·02	28	9,238·26
Russian	27	6,363·74	2	1,044·33	29	7,408·07
Other countries ...	17	6,454·35	5	4,445·99	22	10,900·34
Total ...	328	95,766·07	373	255,081·62	701	350,847·69
" for the year preceding ...	"	"	"	"	"	385,714·92

TABLE showing the Total Value of all Articles Exported from Gefle and Imported to Gefle from and to Foreign Countries during the Years 1891-90.

Country.	Export.		Import.	
	1891.		1890.	
	£	s. d.	£	s. d.
Great Britain	692,420	5 2	844,045	14 6
Germany	84,114	12 0	112,793	11 2
Belgium and Holland	99,627	2 9	99,867	10 9
France	115,934	4 10	84,651	12 1
Denmark	24,811	15 7	28,889	0 0
Other countries	60,691	17 8	57,111	11 9
Russia	9,388	11 3	20,269	17 7
Total	1,086,988	9 3	1,247,628	17 10

RETURN of Principal Articles of Export from Hudiksvall during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Deals, buttons, and boards ...	Standards ...	41,685	208,420	42,230	211,150
Floorings... ..	" ...	3,761	20,680	2,060	12,860
Timber (round)... ..	" ...	3,106	9,320	4,450	15,575
" (square)... ..	" ...	1,407	5,630	780	2,730
Split wood	" ...	2,433	3,040	3,190	4,785
Pit-props	" ...	7,852	5,900	8,760	8,760
Staves	" ...	754	2,260	920	3,220
Telegraph poles....	" ...	1,147	3,540	50	150
Total	" ...	62,145	258,790	62,440	255,730
Iron and steel	Cwts. ...	113,368	34,010	124,900	35,551
Grand total	...	...	292,800	...	294,281

RETURN of Principal Articles of Import to Hudiksvall during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Herring, salted	Cwts. ...	204	£	430	£
Pork	"	163	Unknown	1,700	Unknown.
Beef	"	80		37	
Coffee	"	888		310	
Oils, mineral	"	3,800		15,700	
Cheese	"	4		10	
Wheat, flour	"	590		3,200	
Rye, flour	"	212		5,600	
Tobacco	"	1,826		950	
Silk	"	1		1	
Cotton	"	13		25	
Woollen cloth	"	27		40	
Linen	"	8		16	
Coal and coke	"	85,000		72,500	
Salt	"	28,900		20,000	
Butter	"	243		800	
Sugar	"	350		520	
Molasses	"	338		...	
Machinery	"	...	329	...	340
Manure	"	5,760	...	7,40	...
Papers	"	6	...	40	...
Wine	Gallons ...	2,297	...	1,870	...
Brandy	"	773	...	240	...
Total	...	...	...	...	...

RETURN of all Shipping at the Port of Hudiksvall in the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	70	68,219-32	70	68,219-32
Swedish	113	28,810-50	33	23,037-62	146	51,848-12
Norwegian	45	17,382-51	12	9,960-14	57	27,342-65
Russian and Fin- nish	10	3,937-77	...	...	10	3,937-77
Danish	19	4,083-70	8	5,863-33	27	9,947-08
German	6	1,193-84	15	9,103-11	21	10,244-95
Dutch	7	2,332-40	1	1,008-50	8	3,347-90
French	9	3,232-46	...	...	9	3,232-46
Austrian	2	1,483-60	1	1,445-31	3	2,928-91
Italian	1	549-72	...	...	1	549-72
Total	212	63,006-50	140	118,642-38	352	181,648-88
„ for the year preceding ...	...	...	...	...	342	155,843-86

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	70	68,219·32	70	68,219·32
Swedish	112	28,707·50	33	23,037·62	145	51,738·12
Norwegian... ..	45	17,382·51	12	9,960·14	57	27,342·65
Russian and Fin- nish	10	3,937·77	...	...	10	3,937·77
Danish	19	4,083·70	8	5,863·38	27	9,947·08
German	6	1,136·84	15	9,108·11	21	10,244·95
Dutch	7	2,339·40	1	1,008·50	8	3,347·90
French	9	3,282·46	...	...	9	3,282·46
Austrian	2	1,483·60	1	1,445·31	3	2,928·91
Italian	1	549·72	...	...	1	549·72
Total	211	62,903·50	140	118,642·38	351	181,545·88
„ for the year preceding	...	...	...	...	354	190,397·37

TABLE showing the Total Value of all Articles Exported from Hudiksvall during the Years 1891-90.

Country.	Value.	
	1891.	1890.
	£	£
England	111,570	117,696
France	74,200	59,155
Holland	19,555	42,620
Belgium	7,500	7,270
Germany.. ..	34,710	25,605
Egypt	9,390	3,230
Denmark	9,725	10,850
Portugal	...	650
Spain	19,360	27,915
Australia.. ..	3,250	3,290
Africa	3,540	..
Total	292,800	327,981

RETURN of Principal Articles of Export from Söderhamn during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Wood	Cubic met.	509,497	■	490,897	£
Iron	Kilos. ...	8,263,767	...	10,805,216	...
Pulp	„ ...	1,356,700	...	416,500	...
Total	...	...	...	...	...

RETURN of Principal Articles of Import to Söderhamn during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Corn and flour	Kilos.	195,924	£	458,044	...
Beef and pork	...	24,371	...	48,092	...
Coffee	...	17,000	...	7,263	...
Sugar	...	19,460	...	104,231	...
Molasses	...	24,913	...	3,469	...
Butter	...	15,262	...	18,707	...
Fish and salt herrings	...	25,300	...	819	...
Coals	Hectols.	178,303	...	256,289	...
Salt	...	15,881	...	898	...
Wine and spirit	Litres	13,248	...	4,770	...
Pig iron	Kilos.	200,000	...	272,000	...
Total	...	...	...	...	...

RETURN of all Shipping at the Port of Söderhamn in the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	2,518	137	110,977	142	113,495
Swedish	117	27,119	52	22,080	169	49,199
Norwegian	70	12,888	4	2,542	74	15,430
German	17	3,461	19	10,921	36	14,382
Russian	20	6,858	1	557	21	7,415
Other countries	39	8,432	7	2,966	46	11,398
Total	268	61,276	220	150,043	488	211,319

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	2,518	137	110,977	142	113,496
Swedish	188	42,191	71	39,145	259	81,336
Norwegian	83	32,843	9	3,033	97	35,881
German	17	3,461	19	10,921	36	14,382
Russian	20	6,858	1	557	21	7,415
Other countries	39	8,432	7	2,966	46	11,398
Total	357	96,308	244	167,599	601	263,907

RETURN of Principal Articles of Export from Oscarshamn during
the Years 1890-91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
Fish, fresh ...	Kilos.	2,000	£ s. d.	...	£ s. d.
Herring, salted ...	"	...	...	...	...
Oats, unground ...	"	207,523	...	444,725	...
Granite stone, unpolished ...	"	...	11,065 Ft 1	12,077 15 7	...
Wood goods...	Cubic m.	78,638	...	99,254	...
Matches ...	Kilos.	76,350	...	147,310	...
Machinery ...	...	...	427 15 7	...	...
Paper ...	Kilos.	2,475	...	400,000	...
Total ...	...	...	...	...	...

RETURN of Principal Articles of Import to Oscarshamn during
the Years 1890-91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wine and spirits ...	Litre	2,467	£	6,518	£ s. d.
Herring, salted ...	Kilos.	881,576	...	1,403,629	...
Fish, dry ...	"	68,450	...	...	...
Manure ...	"	2,470,541	...	1,874,591	...
Skins...	"	68,205	...	91,984	...
Coffee ...	"	20,116	...	33,462	...
Machinery ...	...	...	707	...	1,196 17 9
Mineral oils ...	Kilos.	515,325	...	471,705	...
Paper ...	"	7,504	...	16,523	...
Salt ...	"	21,339	...	12,918	...
Sugar, refined ...	"	36,439	...	1,037	...
" unrefined ...	"	968	...	15	...
Molasses ...	"	13,337	...	12,501	...
Rye, unground ...	"	49,536	...	47,034	...
Wheat flour ...	"	44,785	...	159	...
Rye meal ...	"	12,250	...	...	...
Coal and coke ...	Hectols.	82,833	...	84,129	...
Raw tobacco ...	Kilos.	19,489	...	60,416	...
Silk, cotton, woollen, and linen cloths ...	...	3,177	...	3,881	...
Pork, salted ...	"	6,574	...	21,982	...
Total ...	...	...	...	...	...

RETURN of Collection of Customs in the Oscarshamn Custom-
house District during the Years 1891-89.

	1891.	1890.	1889.
	Kronor ore.	Kronor ore.	Kronor ore.
Duties ..	89,058 51	105,817 59	106,314 66
Lastage ..	4,508 82	4,693 59	3,540 65
Sundries ..	953 78	581 59	913 64
Light and beacon dues..	21,736 06	20,026 75	21,142 73
Total ..	116,257 17	131,119 52	131,911 68
Equivalent in sterling..	6,458 <i>l.</i> 14 <i>s.</i> 6 <i>d.</i>	7,284 <i>l.</i> 8 <i>s.</i> 4 <i>d.</i>	7,328 <i>l.</i> 8 <i>s.</i> 6½ <i>d.</i>

NOTE.—Exchange at the rate of 18 kronor to the *l.*

RETURN of Principal Articles of Export from Kalmar and its District during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Oats ...	Quarters ...	21,870	20,779	10,312	9,230
Matches ...	Tons ...	117	4,075	263	8,416
Tar ...	Gallons ...	236	13	405	24
Machinery ...	Tons ...	102	816	14	108
Spars ...	Standards	6,153	30,565	6,366	81,830
Deals ...	"	2,240	13,440	1,923	9,615
Boards ...	"	4,106	21,146	4,010	20,050
Fish ...	Tons ...	169	8,420	99	4,456
Total ...			93,251		83,779

RETURN of Principal Articles of Import to Kalmar and its District during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal ...	Tons ...	10,469	8,375	14,249	12,824
Wheat ...	Quarters ...	52,074	104,148	49,445	74,167
Rye ...	"	25,840	37,630	13,780	12,302
Herrings ...	Barrels ...	5,685	4,109	7,230	5,140
Fish ...	Tons ...	60	1,123	73	5,840
Bacon ...	"	75	3,520	57	1,710
Coffee ...	"	107	10,046	86	6,020
Sugar ...	"	38	1,810	103	7,210
Petroleum ...	Gallons ...	117,108	2,987	110,206	2,755
Brandy ...	"	1,271	396	1,110	327
Wine ...	"	1,196	374	1,614	492
Tobacco ...	Tons ...	57½	3,486	3	52
Hides ...	"	103	9,975	511	32,237
Salt ...	"	740	749	752	639
Manure ...	"	2,693	6,910	2,627	6,780
Machinery ...	"	201	2,732	236	2,120
Total ...			198,360		170,675

RETURN of all Shipping at the Port of Kalmar in the Year 1891.

ENTERED.

Ports.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
America ...	...	...	1	379-51	1	379-51
Great Britain ...	31	7,102-62	4	1,839-51	35	8,942-13
Bremen ...	2	269-90	...	...	2	269-90
Denmark ...	261	16,515-84	101	30,268-97	362	46,784-81
France ...	3	810-95	...	...	3	810-95
Hamburg ...	2	141-45	2	846-48	4	987-93
Holland ...	3	593-27	...	...	3	593-27
Lübeck ...	24	2,227-31	125	46,388-15	149	47,615-46
Mecklenburg ...	11	1,746-47	...	...	11	1,746-47
Norway ...	6	372-75	35	13,723-67	41	14,096-42
Pommerania ...	52	2,019-43	4	939-58	56	3,019-01
Portugal ...	2	512-73	...	...	2	512-73
Prussia ...	7	732-95	7	1,763-87	14	2,546-82
Russia ...	6	1,073-69	24	6,773-73	30	7,847-42
Schleswig-Holstein ...	42	3,587-49	1	388-70	43	3,976-19
Total ...	452	37,816-90	304	102,312-17	756	140,129-07

CLEARED.

Ports.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	100	17,661-42	3	1,185-31	103	18,846-73
Bremen ...	1	134-95	...	...	1	134-95
Denmark ...	276	17,224-53	4	635-35	280	17,859-93
France ...	2	376-79	3	1,751-32	5	2,128-11
Hamburg ...	3	286-58	2	722-83	5	959-41
Hanover ...	1	134-95	...	...	1	134-95
Lübeck ...	19	1,570-23	64	25,577-72	83	27,148-00
Mecklenburg ...	5	593-63	...	...	5	593-63
Norway ...	3	173-64	29	11,083-35	32	11,256-99
Pommerania ...	28	1,084-63	5	1,187-90	33	2,272-53
Prussia ...	7	404-97	7	1,541-02	14	1,945-99
Russia ...	1	128-01	20	5,969-39	21	6,097-40
Schleswig-Holstein ...	52	3,826-76	...	...	52	3,826-76
Total ...	498	43,551-19	137	49,654-19	635	93,205-38

TABLE showing the Total Value of all Imports to and Exports from the Port of Kalmar during the Years 1891-90.

	Value.	
	1891.	1890.
	£	£
Exports	99,251	83,779
Imports	198,360	170,675

RETURN of Principal Articles of Export from Gotland during the Years 1891-90.

Articles.				1891.		1890.	
				Quantity.	Value.	Quantity.	Value.
					£		£
Grain	...	...	...	Quarters	2,474	...	394
Wood	...	...	...	Standards...	3,998	...	4,631
Lime...	...	...	...	Tons	3,313	...	2,752
Cement	...	...	...	Kilos.	241,400	...	...
Stone	...	...	...	...	3,000	...	...
Total	...	...	...	...	...	...	...

RETURN of Principal Articles of Import to Gotland during the Years 1891-90.

Articles.				1891.		1890.	
				Quantity.	Value.	Quantity.	Value.
					£		£
Salted fish	...	...	...	Tons	42	23	...
Rice	...	...	...	...	602	85	...
Manure	...	...	...	...	666	706	...
Iron goods	...	...	...	...	117	163	...
Coffee	...	...	...	...	...	...	...
Sugar	...	...	...	Tons	17	17	...
Petroleum	...	...	...	...	261	172	...
Coals...	...	...	...	...	8,591	6,248	...
Total	...	...	...	...	...	...	...

RETURN of all Shipping at the Port of Wisby in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	478	...	...	2	478
Norwegian	5	1,449	...	...	5	1,449
Swedish	214	19,190	24	6,890	238	26,080
Other countries	31	3,577	1	317	32	3,894
Total	252	24,694	25	7,207	277	31,901
for the year preceding	256	24,330	27	7,450	283	31,780

STOCKHOLM.

21

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	478	...	...	2	478
Norwegian	3	700	...	...	3	700
Swedish	208	17,556	21	5,837	229	23,393
Other countries ...	35	4,163	1	417	36	4,480
Total	248	22,897	22	6,154	270	29,051
„ for the year preceding ..	269	24,420	22	6,130	291	30,550

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 10 | 92—H & S. 1407)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

No. 1156.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

SWEDEN.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF SWEDEN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 62

*Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
82, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAPTON STREET, DUBLIN.

[C. 6855-43.]

1893.
Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's
Diplomatic and Consular Officers at the following places, and may be
obtained from the sources indicated on the title-page :—

No.	Price.	No.	Price.
1036. Ichang	5d.	1096. Guatemala	½d.
1037. Pakhoi	1d.	1097. Chungking	9d.
1038. Foochow	1d.	1098. Nagasaki	1d.
1039. Brest	1d.	1099. Constantinople	2d.
1040. Madeira	½d.	1100. Buenos Ayres	½d.
1041. Antwerp	1½d.	1101. Shanghai	2d.
1042. Taganrog	2½d.	1102. Jeddah	½d.
1043. Algiers	2½d.	1103. Chicago	3d.
1044. Hankow	1½d.	1104. Erzeroum	½d.
1045. Nantes	1½d.	1105. Loanda	2d.
1046. Belgrade	2d.	1106. Macao	½d.
1047. Fiume	1d.	1107. Canton	1d.
1048. Wuhu	1d.	1108. Paramaribo	1½d.
1049. Cagliari	1d.	1109. Tunis	1½d.
1050. Erzeroum	1d.	1110. Sofia	3d.
1051. Syra	1d.	1111. Brunei	1½d.
1052. Cherbourg	1d.	1112. Athens	2½d.
1053. Lima	1d.	1113. Alexandria	2d.
1054. Bilbao	1½d.	1114. Vienna	1d.
1055. Cadiz	2d.	1115. Stettin	2½d.
1056. Corunna	2½d.	1116. Berne	1d.
1057. Saigon	1d.	1117. Palermo	2½d.
1058. Port-au-Prince	1d.	1118. Tokio	1½d.
1059. Trebizond	1d.	1119. St. Petersburg	3d.
1060. Barcelona	1½d.	1120. Teneriffe	1d.
1061. Tainan	1d.	1121. Damascus	1d.
1062. Smyrna	1½d.	1122. Naples	2d.
1063. Old Calabar	½d.	1123. Hakodate	1d.
1064. Samoa	½d.	1124. Montevideo	2½d.
1065. Tahiti	1d.	1125. Stockholm	1½d.
1066. Chefoo	6d.	1126. Dantzic	2d.
1067. Gothenburg	2d.	1127. The Hague	1½d.
1068. Buenos Ayres	1½d.	1128. Odessa	1d.
1069. Loanda	1½d.	1129. Berne	1½d.
1070. Guatemala	1d.	1130. Malaga	3d.
1071. Zanzibar	1d.	1131. Rome	2½d.
1072. Charleston	2½d.	1132. St. Jago de Cuba	4½d.
1073. Nice	1d.	1133. Munich	1½d.
1074. Caracas	1d.	1134. Meshed	1d.
1075. Lisbon	2d.	1135. Guayaquil	½d.
1076. Calais	2d.	1136. Rio de Janeiro	4½d.
1077. Rio Grande do Sul	5½d.	1137. Tonga	1d.
1078. Philadelphia	2½d.	1138. Copenhagen	1d.
1079. Brindisi	2d.	1139. Tangier	1½d.
1080. New York	2d.	1140. Buenos Ayres	2½d.
1081. San Francisco	½d.	1141. Para	1d.
1082. Frankfort	4d.	1142. Baghdad and Bussorah	1½d.
1083. Hiogo	1½d.	1143. Christiania	5½d.
1084. Tokio	1½d.	1144. Old Calabar	2d.
1085. Amsterdam	1d.	1145. Trieste	1½d.
1086. San Francisco	3d.	1146. Quito	1d.
1087. Bangkok	½d.	1147. Buenos Ayres	6d.
1088. Seoul	1½d.	1148. Borotí	1d.
1089. Chiengmai	1d.	1149. The Hague	2d.
1090. Copenhagen	½d.	1150. Mexico	2½d.
1091. New Caledonia	½d.	1151. Florence	2d.
1092. Bushire	2d.	1152. Calais	1d.
1093. Tamsui	1d.	1153. Lorenzo Marques	1½d.
1094. Dunkirk	1d.	1154. Patras	1d.
1095. Port Said	1d.	1155. Taganrog	1d.

No. 1156.

Reference to previous Report, Annual Series No. 62.

SWEDEN.

STOCKHOLM.

Mr. Gough to the Earl of Rosebury.

My Lord, Stockholm, February 9, 1893.
I HAVE the honour to forward herewith a Report on the Trade of Sweden for the past year together with a Statement of the Principal Imports and Exports for the 5 years ending in 1892.

I am, &c.
(Signed) HUGH GOUGH.

Report on the Trade of Sweden for 1892 and the Principal Imports and Exports for the past Five Years.

ABSTRACT of Contents.

	PAGE
Exports	1
Imports	2
Tables	4-7

With regard to exports there has been a slight decrease in Exports: 1892 under the heading of wood, and the export of iron and steel Wood. does not, on the whole, show signs of increase. Iron ore, how- Iron ore, ever, of which 117,000,000 kilos. were exported in 1888, is a very encouraging trade feature, its export having risen from 174,000,000 kilos. in 1891 to 320,000,000 kilos. (314,285 tons) in 1892.

The quantity of oats exported has been very variable, but the Oats. export of fresh fish shows a steady increase from 38,000,000 kilos, in 1888 to nearly 90,000,000 kilos. in 1892.

The export of butter also shows a steady increase year by Butter, (1462) A 2

year, as was to be expected from the constant improvement of dairy management. In the table, up to and including the year 1891, artificial butter, a small item, was included in the return for real butter, but this confusing system has now ceased.

Wood-pulp.

Notwithstanding the reduction of value which competition has brought about in the case of wood-pulp, yet 90,000,000 kilos. were exported; paper also shows a steady increase.

Matches.

Swedish matches are holding their place in the market, in spite of their being imitated in many countries. Up till a few years ago they held exclusive possession of the Brazilian market, but recent legislation in that country, commencing by protecting an imitation, has reached the point of almost forbidding the introduction of Swedish matches.

Imports.

The import table for 1892 is interesting because, on the occasion of the Russian famine last year, the corn duties were largely diminished. During the last 5 years the import of rye has diminished by 50 per cent., while that of wheat has more than doubled. This has been partly caused by the fact that, when corn prices are high, the difference between the respective cost of wheat and rye diminishes, so that there is less advantage in consuming rye; and partly by the fact that the wheat-consuming town population of Sweden is increasing more rapidly than the rye-consuming population of the country districts.

Brandy and spirits.

It will be seen in the table of imports that the import of spirits, made from grain or potatoes, had sunk from 15,475,000 litres in 1891 to 252,000 litres in 1892 (*i.e.*, from 3,404,500 gallons to 55,440 gallons).

These figures, which at first sight might be assumed to be a misprint, are correct, but they are explained by the fact that the Karlshamn Distillery, which has for some years imported and also exported nearly all the spirit set down in Swedish returns of import and export, last year almost entirely stopped its transactions.

The Karlshamn Distillery has a bonded warehouse of its own, and its imports and exports, though set down in the statistical tables, cannot properly be counted in reckoning Sweden's consumption of spirituous liquors.

The statistical tables include imports into bond, and exports out of bond, so that many articles, though included among imports, may not really have been introduced into the country.

Machinery.

Machinery shows a diminution in value from 13,390,000 kronor (744,000*l.*) in 1891 to 10,193,000 kronor (566,000*l.*) in 1892.

Sugar.

The import of sugar has greatly diminished entirely owing to the protection given to the home-made beet-sugar manufactories. This protection has been, as in so many other countries, greater than was intended; the calculations—for excise purposes—of the amount of sugar to be made from a given quantity of beet have proved quite erroneous, and the first sugar factories started distributed preposterous profits to the shareholders, while even now, when there is more competition (the actual number of

manufactories is 10) the profits are still very large. To meet this state of things, which has led to a deficit in the expected customs and receipts for 1892, the Government is proposing to raise the excise on beet-sugar manufacture.

Lastly, it may be noted that the import of manure has constantly increased in the last 5 years, viz., from 57,000 tons in 1888 to 92,000 tons in 1892.

The constantly improving dairy industry, already referred to, Dairy involves the extensive cultivation of land in Sweden more than industry. would be the case in Great Britain and Ireland, owing to the cows being kept indoors all the year round in Sweden, and crops having consequently to be raised for their consumption.

IMPORT of certain Principal Articles into Sweden, from January to December, for the Years 1888-92.

Number.	Articles.	1888.	1889.	1890.	1891.	1892.
1	Cotton, dyed and undyed	12,066,000	12,249,000	12,054,000	14,889,000	13,332,000
2	Brandy and spirits in casks, of corn, potatoes, &c. ..	21,180,000	19,184,000	22,791,000	15,475,000	252,000
3	" " " " of rice, arrack	852,000	799,000	931,000	921,000	622,000
4	" " " " of sugar, rum	60,000	43,000	45,000	62,100	44,000
5	" " " " of grapes, cognac	783,000	927,000	840,000	1,316,000	510,000
6	" " " " in other vessels, all sorts ..	81,000	98,000	131,000	123,000	104,000
7	Fish, salted and pickled, dried or smoked, herring ..	27,236,000	28,569,100	25,553,000	28,745,000	34,726,000
8	" " " " " " " " cod	3,188,000	3,173,000	3,273,000	3,069,000	3,035,000
9	Pork	5,458,000	5,660,000	8,819,000	6,025,000	7,365,000
10	Manure, all sorts, not specified in tariff	58,081,000	74,495,000	83,918,000	77,506,000	93,731,000
11	Hides and skins not furs, unprepared, all sorts ..	3,143,000	3,000,000	3,760,000	3,794,000	2,722,000
12	Coffee	13,663,000	16,548,000	14,697,000	15,455,000	16,085,000
13	Animals, live: horses	1,220	1,480	1,270	820	900
14	" " cattle	2,540	4,140	7,200	3,650	2,600
15	" " sheep	810	700	1,120	580	406
16	" " pigs	6,500	3,530	3,740	4,130	1,920
17	Meat	1,648,000	1,739,000	1,350,000	1,500,000	899,000
18	Margarine	..	..	..	..	..
19	Machines, tools and implements, not steam ..	..	..	..	..	..
20	Oleomargarine	..	..	..	..	..
21	Oils, fossil and mineral, distilled by dry process, purified by rectification	7,972,000	12,461,000	14,553,000	13,390,000	10,193,000
22	Cheese	27,933,000	43,691,000	35,781,000	39,324,000	40,203,000
23	Paper, all sorts	231,000	252,000	194,000	171,000	193,000
24	Salt, unrefined, rock, &c., for cooking	1,573,000	1,704,000	1,974,000	2,760,000	3,173,000
25	Syrup	869,000	1,060,000	868,000	1,030,000	966,000
		8,852,000	11,246,000	10,537,000	10,935,000	11,035,000

STOCKHOLM.

5

IMPORT of certain Principal Articles into Sweden, from January to December, for the Years 1888-92—continued.

Number.	Articles.	1888.	1889.	1890.	1891.	1892.
26	Butter, natural	2,842,000	2,379,000	2,416,000	1,872,000	883,000
27	" artificial	9,719,000	10,754,000	12,482,000	6,885,000	6,615,000
28	Sugar, refined, all sorts ..	29,690,000	27,594,000	30,794,000	24,394,000	23,261,000
29	" unrefined, any colour ..	49,594,000	54,560,000	57,542,000	90,474,000	109,915,000
30	Grain, unground	1,027,000	875,000	3,308,000	843,000	9,492,000
31	" barley	134,991,000	140,804,000	118,243,000	102,261,000	62,297,000
32	" rye	21,774,000	20,276,000	15,752,000	17,265,000	22,321,000
33	" ground : wheatmeal ..	17,693,000	16,643,000	12,113,000	11,493,000	11,118,000
34	" rye-meal	16,823,000	19,421,000	12,715,000	21,003,000	20,920,000
35	Coal, coal dust, and coke ..	976,000	1,896,000	2,409,000	2,403,000	2,605,000
36	Tallow	1,894,000	1,856,000	1,685,000	1,928,000	1,116,000
37	Tar and tar-balm, not coal-tar ..	4,050,000	3,347,000	3,142,000	3,197,000	4,282,000
38	Tobacco, unprepared, leaf and stalk ..	..	..	..	..	16,100
39	Wood pulp : chemical, dry ..	..	..	..	..	10,100
40	" moist	..	..	..	..	..
41	" mechanical, dry ..	57,000	..	18,000	..	..
42	" moist	..	..	..	1,000	16,800
43	Wool, dyed and undyed ..	2,110,000	2,583,000	2,380,000	2,143,000	2,203,000
44	Wine, in barrels of all sizes ..	1,933,000	2,372,000	2,175,000	6,440,000	1,848,000
45	" .. in other vessels	486,000	614,000	653,000	1,456,000	424,000
46	Textiles : silk of all kinds ..	88,000	104,000	106,000	104,000	96,100
47	" .. cotton of all kinds	1,110,000	1,364,000	1,419,000	1,816,000	1,270,000
48	" .. wool of all kinds	2,244,000	2,631,000	2,584,000	2,446,000	2,277,000
49	" .. linen and hemp	303,000	336,000	356,000	366,000	391,000

SWEDEN.

EXPORT of certain Principal Articles from Sweden, from January to December, for the Years 1888-92.

Number.	Articles.	1888.	1889.	1890.	1891.	1892.
1	Brandy and spirits, of grain, potatoes, &c, in casks ..	24,621,000	18,494,000	31,845,000	15,146,000	1,508,000
2	Fish, fresh, all kinds ..	38,231,000	55,783,000	68,291,000	67,863,000	80,567,000
3	" salted or preserved, dry or smoked, herrings ..	5,526,000	20,517,000	22,701,000	31,288,000	31,288,000
4	" " " " all other sorts ..	877,000	664,000	865,000	548,000	670,000
5	Bacon ..	4,744,000	7,517,000	5,938,000	4,988,000	6,723,000
6	Hides and skins, not furs, unprepared, all sorts ..	1,760,000	1,482,000	1,712,000	1,866,000	1,628,000
7	Iron and steel, pig and ballast ..	49,095,000	79,375,000	50,931,000	63,014,000	57,539,000
8	" cast ..	6,459,000	8,530,000	8,060,000	4,413,000	4,654,000
9	" bloom and bar ..	14,638,000	15,593,000	12,991,000	11,188,000	9,395,000
10	" other rolled and hammered bars ..	187,775,000	200,414,000	185,468,000	175,880,000	178,193,000
11	" bar iron, pieces ..	3,038,000	5,924,000	3,978,000	1,945,000	2,639,000
12	" wire ..	1,942,000	4,166,000	4,971,000	5,247,000	4,615,000
13	" rolled or hammered plates, &c. ..	5,780,000	5,717,000	6,933,000	3,770,000	3,246,000
14	" nails of 45 millims. length or more ..	2,381,000	2,167,000	2,461,000	3,167,000	2,639,000
15	Copper, raw or refined ..	425,000	83,000	280,300	116,000	204,000
16	Animals (live), horses ..	3,560	3,330	8,680	4,470	2,850
17	" cattle ..	35,670	37,190	37,190	29,600	19,200
18	" sheep ..	40,060	48,630	33,300	25,720	18,100
19	" pigs ..	130	2,550	6,250	7,530	8,900
20	Meat ..	185,000	283,000	353,000	464,000	431,000
21	Ore, iron ..	117,350,000	118,573,000	187,532,000	174,144,000	320,071,000
22	" zinc, or zinc-blend ..	25,317,000	24,018,900	31,903,000	30,918,000	29,408,000
23	Margarine ..	2,417,000	2,513,000	2,724,000	3,157,000	2,946,000
24	Machines and tools, not steam engines ..	234,000	118,000	136,000	249,000	45,000
25	Oleomargarine ..	11,440,000	11,540,000	15,521,000	19,420,000	21,066,000
26	Cheese ..	..	..	..	..	17,079,000
27	Paper, all kinds ..	..	..	..	..	..
28	B tier, natural ..	..	..	..	..	..
29	including article 1 ..	14,809,000	14,734,000	14,972,000	16,682,000	..

STOCKHOLM.

7

EXPORT of certain Principal Articles from Sweden, from January to December, for the Years 1888-92—continued.

Number.	Articles.	1888.	1889.	1890.	1891.	1892.
30	Grain, unground, oats	165,413,000	114,363,000	68,162,000	175,771,000	107,968,000
31	" " wheat .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
32	" " barley .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
33	" " rye .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
34	" " ground, wheatmeal .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
35	" " rye meal .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
36	Tar and tar-balm (not coal-tar) .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
37	Wood-pulp, chemical, dry .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
38	" " " moist .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
39	" " mechanical, dry .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
40	" " " moist .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
41	Wood, not worked up, hewn or sawn, of Scotch fir or spruce, larch and mast of 25 centims. or more at the small end .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
42	Wood, beams and spars .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
43	" " deals and battens of at least 5 centims. thickness, and at least 10 centims. broad .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
44	Wood, boards, less than 5 centims. thick, and of different breadths .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
45	Wood, planed, of joined boards .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
46	Matches .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
47	Wool, undyed and dyed .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
48	Textiles, silk, all sorts .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
49	" " cotton .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
50	" " wool .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
51	" " linen and hemp .. ..	.. ..	.. ..	.. ..	.. ..	.. ..

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 93—H & S 1462)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1247.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

S W E D E N.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF THE CONSULAR DISTRICT OF
GOTHENBURG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1067.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—134.]

Price Twopence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page :—

No.	Price.	No.	Price.
1127. The Hague	1½d.	1187. Chefoo	1½d.
1128. Odessa	1d.	1188. Munich	2d.
1129. Berne	1½d.	1189. Resht	1d.
1130. Malaga	3d.	1190. Batavia	1½d.
1131. Rome	2½d.	1191. Batoum	1½d.
1132. St. Jago de Cuba ..	4½d.	1192. Tainan	1d.
1133. Munich	1½d.	1193. Amoy	1d.
1134. Meshed	1d.	1194. Zanzibar	4d.
1135. Guayaquil	½d.	1195. Corunna	2d.
1136. Rio de Janeiro ..	4½d.	1196. Algiers	15½d.
1137. Tonga	1d.	1197. Pakhoi	1d.
1138. Copenhagen	1d.	1198. Nice	1½d.
1139. Tangier	1½d.	1199. Kiungchow ..	1½d.
1140. Buenos Ayres ..	2½d.	1200. Aleppo	1d.
1141. Para	1d.	1201. Stettin	4½d.
1142. Baghdad and Bussorah	1½d.	1202. Swatow	1d.
1143. Christiania	5½d.	1203. Charleston ..	2½d.
1144. Old Calabar	2d.	1204. Syra	1d.
1145. Trieste	1½d.	1205. New Orleans ..	2½d.
1146. Quito	1d.	1206. Suakin	1½d.
1147. Buenos Ayres ..	6d.	1207. Caracas	1d.
1148. Bogotá	1d.	1208. Somali Coast ..	1d.
1149. The Hague	2d.	1209. Nantes	1d.
1150. Mexico	2½d.	1210. Tahiti	2d.
1151. Florence	2d.	1211. Ichang	3½d.
1152. Calais	1d.	1212. Wenchow	1d.
1153. Lorenzo Marques ..	1½d.	1213. Havana	2d.
1154. Patras	1d.	1214. Cagliari	1d.
1155. Taganrog	1d.	1215. Old Calabar ..	½d.
1156. Stockholm	1d.	1216. Foochow	1d.
1157. Washington	2d.	1217. Wuhu	1d.
1158. Paris	1½d.	1218. Vera Cruz	1½d.
1159. Bengazi	1d.	1219. San José	1d.
1160. Santos	2½d.	1220. Antwerp	1d.
1161. Buenos Ayres ..	1½d.	1221. Mogador	2½d.
1162. Nantes	1d.	1222. Berlin	1½d.
1163. Beira	5d.	1223. Rome	1d.
1164. Galveston	1½d.	1224. Constantinople ..	6½d.
1165. Berlin	1d.	1225. Barcelona	2½d.
1166. Bordeaux	2½d.	1226. Madeira	5½d.
1167. Calais	2½d.	1227. Soul	1½d.
1168. The Hague	2d.	1228. Chinkiang	1d.
1169. Athens	12d.	1229. Newchwang	1d.
1170. Galatz	1½d.	1230. Chungking	1½d.
1171. Guayaquil	1d.	1231. Hankow	1d.
1172. Riga	2d.	1232. Odessa	2d.
1173. Trebizond	1d.	1233. Chicago	3d.
1174. Havre	2½d.	1234. Taganrog	2½d.
1175. Saigon	½d.	1235. Ningpo	1d.
1176. Baltimore	1½d.	1236. Maunhelm	1d.
1177. Brest	1d.	1237. Dunkirk	1d.
1178. Buenos Ayres ..	½d.	1238. Macao and Timor ..	1d.
1179. Adrianople	½d.	1239. Madrid	½d.
1180. Algiers	2½d.	1240. Port-au-Prince ..	2d.
1181. Boston	1d.	1241. Frankfort	3d.
1182. Marseilles	1½d.	1242. Erzeroum	1d.
1183. Warsaw	1d.	1243. Palermo	3½d.
1184. Piræus	1½d.	1244. Naples	1d.
1185. Callao	1d.	1245. Guatemala	1d.
1186. Jerusalem	½d.	1246. Madrid	1d.

No. 1247.

Reference to previous Report, Annual Series No. 1067.

SWEDEN.

GOTHENBURG.

Consul Duff to the Earl of Rosebery

My Lord,

Gothenburg, May 25, 1893.

I HAVE the honour to transmit herewith my Annual Report on the Trade and Commerce of this Consular District for the year 1892.

I have, &c.

(Signed) JOHN DUFF.

*Report on the Trade and Commerce of the Consular District of
Gothenburg for the Year 1892.*

ABSTRACT of Contents.

	PAGE
Trade generally	2
Exports	2
Imports	2
Freight market	2
Return of all shipping	3
" principal exports	4
" imports	6
Report from Vice-Consul at Strömstad	9
" " Uddevalla	11
" " Marstrand	12
" " Warberg	15
" " Halmstad	17
" " Helsingborg	19
" " Landscrona	22
" " Malmö	24
" " Carlserona	27

NOTE.—1 ton = 1,000 kilos.; 1 cwt. = 50 kilos.; 1 gallon = $4\frac{544}{1000}$ litres; 1 standard = $4\frac{972}{1000}$ cubic metres; 1l. = 18 kronor.

Trade and Commerce.

Trade
generally.

To establish the fact of 1892 being a very bad year, it would be superfluous to waste many words in explanation as to the cause of this, the very vague expression of "bad times" is most frequently heard. It is indeed true that the general depression that has prevailed all over Europe, to go no further, has not failed to influence this country also, and therein lies the explanation of the feebleness in which trade has been carried on and the unprofitableness of business in general.

Exports.

Exports.

The export, viâ Gothenburg, of pitprops, paper, matches, bacon, fresh fish, butter, and cotton textiles increased during 1892 in comparison with the year preceding, whereas, on the other hand, of other articles of export, such as metals, wood goods, grain, woodpulp, cattle and pigs, as well as oilcake, less was exported than during 1891.

Imports.

Imports.

As regards imports, the quantities of bacon, paper, sugar, wheat, barley, maize, tobacco, flour, salt, manures, rice, &c., imported, were larger than during 1891; on the other hand, less of cotton, refined sugar, salt herrings, and dry fish, coffee, rye, rye-meal, molasses, wine, coal, coke, machinery and implements, light and other oils, and pig-iron reached this country than the year before.

Freight
market.

Last year's carrying trade cannot be looked upon otherwise than as a continuation of the disadvantageous circumstances that prevailed during 1891; the market was almost universally subject to great fluctuation and low rates. The ownership of steam tonnage cannot therefore be looked upon as having been accompanied by otherwise than unsatisfactory results during 1892, in like manner as was the case the preceding year, and this especially refers to old vessels fitted with the ordinary two-cylinder engines. The important advantage, from an economical point of view, possessed by ships fitted on the triple-cylinder fuel-saving system, over vessels of earlier construction, has this year been more apparent than at any time previous, inasmuch as the net returns of these vessels have, in almost every case, greatly exceeded those of other steamers. Expenses have shown a decrease compared with the year before, since both wages and the price of fuel have shown a decline.

With reference to the ordinary sailing ships belonging to this country there is very little to be said, the ownership of such has, of latter years as a rule, been attended by nothing but loss, and many owners have been considered to act wisely by simply keeping their vessels laid up.

The epidemic of cholera that commenced during summer and continued through the greater part of autumn, had a very disadvantageous influence upon the freight market all over Europe, consequent to the restrictive ordinances of quarantine that, in many cases, were too strictly enforced, and which occasioned severe loss to owners.

Towards autumn, in September, the market showed a tendency to a more settled state, which continued during the remainder of the shipping season.

The prospects of the coming year, however, are not encouraging to the shipping trade, and it is only steamers of the most modern build and construction that are likely to benefit their owners.

RETURN of all Shipping at the Port of Gothenburg during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	3,080	191	204,083	211	207,163
Swedish	249	51,640	1,326	549,327	1,575	600,967
Danish	140	11,463	500	129,098	640	140,561
Norwegian	87	19,328	91	29,934	178	49,262
German	36	9,188	13	7,174	49	16,362
Other countries ...	39	11,582	4	2,905	43	14,487
Total	571	106,231	2,125	922,521	2,696	1,028,802
„ for the year preceding ...	542	96,959	2,126	921,719	2,668	1,018,678

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	3,080	192	205,591	212	208,671
Swedish	226	47,206	1,368	574,023	1,594	621,229
Danish	136	10,934	502	129,376	638	140,310
Norwegian	103	22,403	92	30,595	195	52,998
German	38	8,379	14	7,505	52	15,884
Other countries ...	37	10,804	6	4,164	43	14,968
Total	560	102,806	2,174	951,254	2,734	1,054,060
„ for the year preceding ...	588	110,869	2,170	941,600	2,758	1,052,469

RETURN of Principal Articles of Export from Gothenburg
during the Years 1892-91.

Articles.			Quantity.	
			1892.	1891.
Bacon	Cwt.	..	25,100	20,840
Bobbins.. .. .	Value	£	18,486	6,745
Bottles	Cwts.	..	98,540	105,120
Butter .. .. .	.. .. .	..	190,820	169,780
Cardboard .. .. .	.. .. .	..	34,120	31,320
Chain .. .. .	.. .. .	..	4,240	2,700
Cheese .. .. .	.. .. .	..	2,400	2,300
Grain—				
Oats .. .. .	.. .. .	..	360,880	983,480
Wheat .. .. .	.. .. .	..	98	190
Barley .. .. .	.. .. .	..	7	12
Rye .. .. .	.. .. .	..	500	560
Vetches .. .. .	.. .. .	..	520	820
Beans.. .. .	.. .. .	..	18,960	18,840
Peas .. .. .	.. .. .	..	120	100
Herrings—				
Fresh.. .. .	Tons	..	18,669	16,986
Cured.. .. .	.. .. .	..	11,046	9,771
Metals—iron and steel—				
Pig-iron .. .. .	.. .. .	..	12,656	17,400
Rolled and hammered bars..	.. .. .	..	75,512	82,186
Ingots .. .. .	.. .. .	..	1,550	1,701
Blooms, billets, and rough bars	.. .. .	..	4,095	5,251
Nails .. .. .	.. .. .	..	2,090	2,472
Shapes and plates .. .. .	.. .. .	..	465	1,177
Metals—other kinds—				
Iron ore .. .. .	.. .. .	..	31,911	20,937
Zinc .. .. .	.. .. .	..	28,897	23,507
Manganese ore .. .. .	.. .. .	..	4,815	4,514
Lead ore .. .. .	.. .. .	..	611	822
Lead .. .. .	.. .. .	..	93	105
Gold ore .. .. .	.. .. .	..	48	..
Copper .. .. .	.. .. .	..	21	89
Silver.. .. .	.. .. .	..	4	..
Nickel .. .. .	.. .. .	..	4	3
Zinc .. .. .	.. .. .	..	1	..
Tin .. .. .	.. .. .	..	1	..
Live stock—				
Sheep.. .. .	Number	..	16	143
Horses .. .. .	.. .. .	..	219	786
Calves.. .. .	.. .. .	..	16	195
Cows .. .. .	.. .. .	..	77	254
Bullocks .. .. .	.. .. .	..	604	1,979
Heifers .. .. .	.. .. .	..	8	9
Swine.. .. .	.. .. .	..	140	1
Bulls .. .. .	.. .. .	..	73	..
Matches.. .. .	Cwts.	..	149,440	135,680
Oil-cake.. .. .	Tons	..	96	1,036
Paper .. .. .	.. .. .	..	15,306	14,432
Textiles—				
Cotton	Cwts.	..	9,700	7,420
Linen and hemp .. .. .	.. .. .	..	420	300
Woollen .. .. .	.. .. .	..	1,140	1,100
Wood goods—				
Balks and square timber ..	Standards ..	..	101	272
Staves .. .. .	.. .. .	..	57	161

RETURN of Principal Articles of Export from Gothenburg
during the Years 1892-91—continued.

Articles.			Quantity.	
			1892.	1891.
Wood goods—continued—				
Board and deal ends ..	Standards ..		157	198
Pitprops	" ..		73,971	65,400
Deals, battens, and boards ..	" ..		42,292	54,346
Sleepers	" ..		669	1,406
Joinery	Value £		103,215	96,495
Spars	Standards ..		148	116
Laths	Value £		27,725	28,508
Wood-pulp	Tons ..		57,167	65,073

RETURN of Principal Articles of Import to Gothenburg
during the Years 1892-91.

Articles.			Quantity.	
			1892.	1891.
Alkali	Tons ..	..	4,692	5,021
Almonds	Cwts. ..	..	1,443	1,660
Alum	" ..	..	1,264	186
Aniseed	" ..	..	167	249
Asphalte	Tons ..	..	908	230
Bacon	" ..	..	1,026	390
Bitter orange peel, dry ..	Cwts. ..	..	329	517
Borax	" ..	..	242	277
Bran	Bags ..	..	30,616	..
Bricks—				
Fire and fancy	Number ..	..	1,059,463	851,499
Tiles	Cwts. ..	..	311	249
Butter	" ..	..	9,969	10,009
Candles	" ..	..	664	724
Canned articles	" ..	..	2,598	2,621
Cardboard	" ..	..	5,904	5,761
Cement	" ..	..	3,962	7,729
Cheese	" ..	..	444	447
Cinnamon	" ..	..	688	706
Coal	Tons ..	..	388,546	389,487
Coke	" ..	..	29,206	44,426
Colours—				
Aniline	Value ..	£	15,177	17,465
Whitelead and zinc ..	Tons ..	..	489	403
Cochineal	Cwts. ..	..	12	6
Indigo	" ..	..	1,571	966
Chloride of lime	Tons ..	..	645	615
Chlorate of potash	" ..	..	570	535
Chemicals	Value ..	£	7,733	10,034
Coffee	Tons ..	..	5,054	5,759
Cork bark	" ..	..	408	438
Cotton	" ..	..	5,662	8,380
Dates	" ..	..	20	15
Envelopes	Cwts. ..	..	737	663
Feathers	" ..	..	240	372
Fennel	" ..	..	528	860
Fertilisers	Tons ..	..	24,616	17,245
Figs	" ..	..	56	38
Flax	" ..	..	562	847
Fish—				
Salt, herring	" ..	..	3,383	5,629
Dry	" ..	..	476	538
Fruits, berries and greenstuffs,				
fresh	" ..	..	199	209
Ginger, dry	Cwts. ..	..	184	111
Glass—				
Window	Tons ..	..	302	388
Plate	" ..	..	51	52
Glauber-salts	" ..	..	1,204	1,309
Glue	" ..	..	105	99
Grain—				
Flour, wheat	Bags ..	..	68,898	46,227
" rye	" ..	..	21,779	27,295
Unground, beans	Tons ..	..	247	..
" wheat	" ..	..	10,846	8,318
" barley	" ..	..	1,148	600
" maize	" ..	..	4,905	2,617

RETURN of Principal Articles of Import to Gothenburg
during the Years 1892-91—continued.

Articles.			Quantity.	
			1892.	1891.
Grain—continued—				
Unground, rye	Tons		2,386	9,967
" vetches	"		33	34
" peas	"		25	17
Grapes	Cwts.		295	362
Gypsum	Tons		1,852	1,315
Hats	Number		33,565	53,590
Hemp	Tons		556	780
Hides and skins—				
Raw	"		939	1,507
Cured	"		648	704
Hops	"		121	108
Instruments, musical	Number		27	58
Juices of fruit	Cwts.		107	468
Jute	Tons		523	587
Lard	"		172	182
Lemons	"		33	26
Linseed and rapeseed	"		5,545	6,409
Machinery and implements ..	Value	£	214,437	267,675
Metals—				
Lead	Tons		183	206
" sheeting	"		317	391
Rails	"		4,102	3,537
Metals—iron and steel—				
Bars, balks, angle, and fancy	"		1,166	1,549
Plates, tinned	"		1,786	1,722
Other kinds	"		230	244
Pig-iron	"		9,299	9,308
Copper, unmanufactured	"		139	154
Zinc	"		178	218
" plate	"		568	727
Molasses	"		3,452	4,191
Moss-litter	"		183	109
Mustard	Cwts.		203	256
Nails	Tons		663	514
Nuts	"		79	40
Oakum	"		51	74
Oil-cake	"		6,718	7,014
Oils—				
Linseed	"		623	459
Fat, other kinds	"		3,241	3,480
Olein	"		296	218
Oranges	"		384	297
Paper	"		1,074	929
Paraffin and naphtha	"		6,495	8,334
Pepper	Cwts.		1,993	2,300
Plums and prunes, dry	Tons		141	149
Porcelain—				
Pure	"		63	43
Mixed	"		159	141
Potash	"		437	423
Raisins	"		289	277
Rice	"		2,906	2,671
Rope	Cwts.		1,899	1,538
Resin	Tons		1,320	1,203
Saffron	Cwts.		3	2
Saltpetre	"		959	1,441

RETURN of Principal Articles of Import to Gothenburg
during the Years 1892-91—continued.

Articles.		Quantity.	
		1892.	1891.
Salt	Tons	16,252	15,471
Seed—			
Clover and other grass	"	250	374
Canary, linseed, and rapeseed	"	6,440	5,572
Shoddy	"	584	553
Spirits—			
Arrack	Gallons	20,826	31,986
Cognac, in wood	"	43,186	68,027
" bottled	"	8,987	9,888
Liqueurs	"	3,728	3,151
Rum	"	1,557	2,472
Corn brandy	"	23,667	20,784
Starch	Cwts.	1,335	1,262
Sugar—			
Raw	Tons	3,330	2,305
Refined	"	522	1,194
Sulphated earth	"	522	686
Sulphur and flowers of sulphur	"	2,838	2,358
Tallow	"	409	656
Tea	"	63	63
Textiles—			
Woollen	"	500	565
Cotton	"	233	333
Silk	"	15	15
Linen	"	107	91
Hosiery	"	45	50
Thread—			
Cotton	"	123	124
Linen	"	5	5
Tobacco, raw	"	784	659
Train oil	"	367	239
Turpentine oil, and spirits of	"	97	98
Umbrellas and parasols	Number	56,145	74,762
Vanilla	Cwts.	2	2
Wine—			
In cask	Gallons	182,187	253,422
Bottled	"	24,606	78,150
Wool	Tons	871	813
Yarn—			
Cotton	"	1,473	1,412
Linen	"	18	16
Jute	"	5	40
Woollen	"	990	1,029

STRÖMSTAD.

Mr. Vice-Consul Lundgren reports as follows:—

The decline in the price of cured herrings during the spring ^{Trade} and summer caused curers considerable loss. There is a general ^{generally.} complaint among merchants of an unlimited competition in almost every branch of trade.

This district being situated in close proximity to Norway there is a very lively commercial intercourse with that country, most vessels entering or clearing at this port being engaged in that trade.

Exports.

On account of the prevalence of foot-and-mouth disease in ^{Exports.} Sweden, the import of cattle into Norway was prohibited in the autumn, consequently all export of cattle to that country ceased.

The export of fresh herrings is steadily increasing, although ^{Herrings.} profits are very small.

The import of salt and coal increased, whereas that of empty ^{Salt and coal.} barrels and herring boxes decreased, the latter articles being now, ^{Barrels and boxes.} to a great extent, manufactured by the fish curers themselves.

The dues collected by customs amounted to 1,501*l.*, against ^{Customs.} 1,283*l.* in 1891.

Shipping.

At the close of the year the merchant fleet of the town and ^{Shipping.} district consisted of 64 sailing vessels and 3 steamers, of an aggregate tonnage of 7,532 tons, being an increase on the previous year of 964 tons.

The freight market was very unsatisfactory, freights ruling ^{Freights.} low throughout the year.

Although the herring fishery was abundant there has been a ^{Fisheries.} scarcity of suitable fish for curing, and curers have been under the necessity of buying considerably of "fulls" from Norway. The quantity cured is not yet ascertained, but it is probably less than that of the previous season, which amounted to about 130,000 barrels.

The price of the fresh fish, such as it was, ruled low, and it may be said that the herring fishery this season has left but very little profit to those engaged in it.

A company has been formed for the purpose of building a ^{Railway.} railway from this port to Mon, a station on the Gothenburg-Christiania line; it is expected that this enterprise will considerably increase the trade of this place.

RETURN of all Shipping at the Port of Strömstad during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	835	16	2,287	24	3,122
Swedish	352	10,548	290	53,980	642	64,528
Norwegian	231	11,714	592	44,415	823	56,129
Other countries	24	2,252	16	3,421	40	5,673
Total	615	25,349	914	104,103	1,529	129,452
" for the year preceding	607	22,914	826	104,369	1,433	127,283

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	835	16	2,287	24	3,122
Swedish	393	8,185	204	36,110	597	44,295
Norwegian	237	12,640	596	41,809	833	54,449
Other countries	24	2,252	21	4,859	45	7,085
Total	662	23,886	837	85,065	1,499	108,951
" for the year preceding	662	31,472	835	97,342	1,497	128,814

RETURN of Principal Articles of Export from Strömstad during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Eggs	Scores ...	398,947	£ 19,947	437,959	£ 19,465
Granite	...	...	27,390	...	28,515
Herrings	Barrels ...	93,595	28,883	83,919	26,806
Live stock	Number ...	5,245	16,069	5,115	16,660
Oats	Quarters ...	4,988	3,392	11,960	9,036
Total	...	...	95,681	...	100,482

RETURN of Principal Articles of Import to Strömstad during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Barrels and boxes... ..	Number ...	122,435	£ 7,600	149,558	£ 9,918
Coals... ..	Tons ...	2,658	2,126	1,826	1,643
Grain	" ...	438	3,167	...	...
Herrings	Barrels ...	9,160	6,870	7,408	5,556
Salt	Tons ...	6,896	5,746	5,576	6,196
Total	...	...	25,509	...	23,313

UDDEVALLA.

Mr. Vice-Consul Thorburn reports as follows :—

Exports.

All kinds of wood goods as well as wood-pulp fetched very low prices throughout the year, and the latter article was there-fore to a great extent turned into paper at the neighbouring paper mills. Exports.
Wood.
Wood-pulp.

The import of cattle to Great Britain and Norway from Sweden being prohibited, endeavours are now being made of finding a market in Germany. Cattle.

On account of a heavy import duty on cured herrings in Russia and Germany, the parties engaged here in this trade have been losing money. Herrings.

Imports.

As in previous years the import of coal and salt is increasing. Imports.

Throughout the year freights have ruled low; it is only steamers of modern construction and small sailing vessels that have left any profit to their owners. Freights.

A narrow gauge railway from this port to the Lake Lelängen, distant about 50 miles, is now under construction and when completed is expected to increase the export of this port to a large extent, particularly of wood goods and wood-pulp. Railway.

RETURN of all Shipping at the Port of Uddevalla during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Swedish	36	4,422	59	25,285	95	29,707
Norwegian	20	2,540	5	860	25	3,400
Other countries ...	14	1,902	...	...	14	1,902
Total	70	8,864	64	26,145	134	35,009
„ for the year preceding ...	56	9,447	66	30,895	122	40,342

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Swedish	59	5,855	64	27,472	123	33,327
Norwegian	21	2,980	5	860	26	3,840
Other countries ...	13	1,734	...	...	13	1,734
Total "	93	10,569	69	28,332	162	38,901
" for the year preceding ...	78	11,690	69	33,289	147	44,979

RETURN of Principal Articles of Export from Uddevalla during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Fish	Tons ...	331	£ ...	604	£ ...
Matches	" ...	1,029	...	1,304	...
Oats	Cwts. ...	135,043	...	447,960	...
Paper	" ...	42,060	...	35,640	...
Wood	Standards	6,300	...	6,000	...
Other articles ...	Tons ...	46	...	108	...

RETURN of Principal Articles of Import to Uddevalla during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Coal and coke ...	Tons ...	21,964	£ ...	20,142	£ ...
Cotton	Cwts. ...	5,637	...	5,349	...
Grain	" ...	9,351	...	...	...
Machinery	" ...	...	3,148	...	4,138
Manure	Cwts. ...	75,182	...	45,840	...
Oils	" ...	15,702	...	23,480	...
Salt	Tons ...	3,637	...	2,029	...

MARSTRAND.

Mr. Vice-Consul Widell reports as follows :—

Trade
generally.

The town and port of Marstrand is not a busy place during the greater part of the year; trade and commerce, owing to its isolated position, being chiefly local. The summer, however, brings large numbers of seaside visitors, and the steamer traffic to and from the port is one of the liveliest, Marstrand being by far the most popular and best situated seaside resort in Sweden. In the winter when the Cattegat, Sound, and entrances to the ports on these waters are interrupted by ice, Marstrand affords an excellent harbour of refuge, easy of access, and seldom

Harbour of
refuge.

closed except during very severe cold; assistance under such and other circumstances being almost always immediately at hand by means of a strong Government gun-vessel that has, of latter years, been stationed there, during the winter months, for the express purpose of assisting ships in difficulties, to reach safe anchorage or harbour.

Exports.

The late autumn and winter is the busiest time in the port Exports. owing to the herring fishing that goes on at this time.

Immense shoals of fish have, as formerly, visited this coast Herring fishing. now regularly for close on 20 years, and are expected to continue in like manner, according to tradition, for a further period of about 60 years more.

The fish is brought into Marstrand freshly caught, and there packed in wooden boxes in ice, or lightly strewn with salt, for immediate export to Great Britain, Germany, Denmark, and elsewhere. Of course some are properly cured in barrels, but this quantity forms a very small proportion to the immense export of the, so to say, fresh fish.

Mackerel are caught in the summer time in no small quantities, all of which are exported fresh, in ice. Marstrand is one of the principal stations of the mackerel fishery on this coast. Mackerel.

Imports.

The direct imports to Marstrand are not large, the chief re- Imports. quirements, excepting coal and salt, being supplied from Gothenburg, distant only about 16 miles.

Beyond the large bath establishment and the quays and curing Baths. places for fish, situated round the shore of Marstrand harbour, these latter very extensive and well laid out, there are no industrial works in or near the port. Being built on an island, all communication is naturally by water, and this is kept up, sufficient tions. for all requirements, by fast and well fitted steamers.

There was a project afloat some years ago of constructing a line of railway to Gothenburg, but this has been abandoned on account of the difficulties of the locality and expensiveness of building, coupled with scarcely sufficient prospects of traffic.

There is communication by telephone and telegraph to Telegraph. Gothenburg and elsewhere.

Marstrand itself is a fishing centre, it is in close proximity to Fishing. the large fishing villages of Klödesholmen, Astol, Stockvik, Skärhamn, and others, not only as Marstrand, confined to herring and mackerel fishing, but also possessing large vessels employed in the North Sea bank fishery. These vessels sometimes extend Bank fishery. their fishing as far as the Shetlands, after cod and ling.

RETURN of all Shipping at the Port of Marstrand during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Swedish	85	3,211	19	4,009	104	7,220
Norwegian	3	662	3	642	6	1,304
Other countries	5	192	120	25,996	125	26,188
Total	93	4,065	142	30,647	235	34,712
„ for the year preceding	89	4,207	107	24,421	196	28,628

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Swedish	73	1,535	25	5,580	98	7,115
Norwegian	5	1,234	5	872	10	2,106
Other countries	6	206	121	26,299	127	26,505
Total	84	2,975	151	32,751	235	35,726
„ for the year preceding	64	1,565	120	28,199	184	29,764

RETURN of Principal Articles of Export from Marstrand during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Fish	Tons ...	29,250	£ 40,513	22,895	£ 39,528
Oats	Cwts. ...	3,580	1,094	820	255
Total	...	...	41,607	...	39,783

RETURN of Principal Articles of Import to Marstrand during the
Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Barrels	Number ...	...	£	4,508	£ 563
Coal	Tons ...	408	340	518	450
Potatoes	Cwts. ...	1,170	228	...	...
Salt	Tons ...	3,887	3,340	897	817
Total	...	...	3,908	...	1,830

WARBERG.

Mr. Vice-Consul Jobson reports as follows :—

The depression in trade, which prevailed during the preceding year, has also been greatly felt during this year. Trade generally.

Exports.

Of the principal articles of export from this port, butter, granite, oats, and pitprops are shipped to Great Britain; butter, fish, granite, oats, battens, and boards to Denmark; and fish and granite to Germany. Exports.

Imports.

The imports to Warberg chiefly consist of the following articles, viz.:—Cotton wool, cotton textiles, manures, mineral oils, coffee, wheat, and rye flour, salt, wine and spirits, coal and coke, and finally machinery and implements. Comparing the imports of 1892 with those of the year preceding there was a larger quantity of cotton wool, manures, mineral oils, coffee, wheat and rye flour, and salt imported than during 1891, whereas wines and spirits, coal, coke, and machinery show a decline. Imports.

The dues paid at this port in 1892 amounted to 10,250*l.* or 1,610*l.* less than 1891, in which year they amounted to 11,860*l.* Customs.

Shipping and Navigation.

Freights have, on an average, been the same as the preceding year. The roads of this port afford good anchorage, are easy of access, sheltered, and safe for vessels drawing 18 feet of water. The harbour allows of a draught of about 14½ feet. The harbour is moreover lined with quays which are provided with railway tracks and crane, offering every facility for discharging and loading. Shipping and Navigation.

To this port belong 12 vessels of a total of 864 tons, besides numerous small coasters. Home ships.

Agriculture.

All crops, though late in being housed, gave a full average yield, the mild autumn being favourable to the late sown rye, permitted of the stubbles being ploughed before the frosts commenced. There has, however, been a steady fall in the prices of grain since the spring, and the English market being closed to the import of live cattle, the prices of these have declined to a low figure. Agriculture.

Oats, the cereal chiefly grown in the district, is now, however, owing to the steady increase in dairy farming, to a great extent used as fodder for the cows; the numerous dairies having, on an average, paid 4½*d.* per gallon milk delivered. Dairies.

Horses are extensively bred in the district, and for the im-

provement of breeds much has been done, both by the State, county, agricultural association, and private individuals. The Clydesdale appears to be the favourite, and many valuable stallions have been imported of this breed; one gentleman farmer having, out of interest for the improvement in the breed of horses, started a modern stud farm.

Agricultural
labour.

Wages have been about the same as the preceding year, that is to say, rather high.

Fisheries.

The herring fishing has been fairly good, although frequently interrupted by unfavourable weather. Haddock, cod, and flat-fish, as well as salmon out of the rivers, have yielded a full average and found ready sale at remunerative prices.

Population.

The present population of Warberg is 4,400.

Industries.

There is a foundry and mechanical workshop within the town and also steam joinery works.

The baths and sanatory establishments are much frequented from June to the middle of September.

Borås.

Borås, a town inland, connected with Warberg by 55 miles of railway, is an industrial centre for textile manufactures principally, with which there is a considerable commercial traffic.

Public Works.

Public works.

The State telephone line has now been completed along the coast, so as to bring Warberg into communication with Stockholm, Malmo, and intermediate stations, as well as with most other parts of the country.

RETURN of all Shipping at the Port of Warberg during the Year 1892.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	1,143	1	1,143
Swedish	114	15,743	315	37,646
Norwegian	15	2,614	20	2,848
Danish	71	4,796	75	4,783
Other countries ..	16	2,090	17	2,491
Total	217	26,386	428	48,861
„ for the year preceding ..	242	26,731	452	47,617

RETURN of Principal Articles of Export from Warberg during
the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Butter	Cwts.	10,500	8,800
Fish	"	480	1,100
Granite	Value £	9,210	11,670
Oats	Cwts.	34,000	59,640
Wood	Standards ..	4,500	5,960

RETURN of Principal Articles of Import to Warberg during
the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Coal and coke	Tons	18,910	19,540
Coffee	Cwts.	2,440	1,960
Flour and meal.. .. .	"	8,580	2,540
Grain	"	..	19,040

HALMSTAD.

Mr. Vice-Consul Beckeman reports as follows:—

Difficult as it of course is to control whether trade is reanu- Trade
nerative or not, still it is evident that at this port the general generally.
depression has not reached such a climax as to cause it to linger,
on the contrary, as far as concerns shipping and export, both have
not only been lively but are manifestly increasing.

Exports.

The increase of articles exported from Halmstad in the year Exports.
1892, when compared with those of 1891, consists of granite,
balks, rafters, pitprops, firewood, and woodpulp, whereas there is
a falling-off in oats, deals, boards, and shingles.

Imports.

The imports have fairly maintained their average, with such Imports.
fluctuations only as are prevalent everywhere.

The steamer traffic along the coast, as well as to the Continent Communica
(1574) tions.

and to Great Britain, having now become regular, offer great facilities to trade.

For exports and imports the three lines of railway touching Halmstad and district form adequate means of communication with the interior of the country, and have been the chief cause of raising the port of Halmstad to the position of relative importance, that it now possesses.

Harbour.

The harbour of Halmstad, inside the breakwater, has a depth of $12\frac{1}{2}$ feet; this is maintained by means of a steam dredger. Vessels of greater draught find good anchorage in the roads.

There are two steam tugs belonging to the port available for assisting vessels into harbour or in shifting there.

RETURN of all Shipping at the Port of Halmstad during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,642	3	997	8	2,639
Swedish	464	26,056	187	49,296	651	75,352
Danish	334	22,037	5	485	339	22,522
German	135	8,029	35	9,168	170	17,187
Other countries ...	36	3,381	2	646	38	4,027
Total	974	61,145	232	60,582	1,206	121,727
„ for the year preceding ...	947	54,880	223	55,098	1,170	109,978

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,950	2	689	8	2,639
Swedish	618	32,010	193	53,211	811	85,221
Danish	338	22,564	5	485	343	23,049
German	134	6,321	46	11,969	180	18,780
Other countries ...	39	4,251	8	975	42	5,226
Total	1,135	67,596	249	67,310	1,384	134,915
„ for the year preceding ...	1,189	65,002	235	60,295	1,424	125,297

RETURN of Principal Articles of Export from Halmstad
during the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Balks and rafters	Standards ..	6,151	6,082
Deals and boards	" ..	1,823	2,501
Firewood	" ..	1,215	789
Granite	Value £	22,432	20,000
Oats	" ..	196,793	232,096
Pit-props	Standards ..	13,927	10,996
Shingles.. ..	Value £	2,084	2,306
Wood-pulp	Tons ..	3,497	2,738

RETURN of Principal Articles of Import to Halmstad during
the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Bran	Tons ..	818	1,278
Coal	" ..	21,210	20,353
Fish, herring, cured	" ..	185	429
Flour, wheat	" ..	231	174
Grain	" ..	2,597	806
" rye	" ..	127	370
Groats, all kinds	" ..	136	271
Jute	" ..	2,221	2,397
Machinery and implements ..	Value £	5,580	7,768
Manures.. ..	Tons ..	3,851	3,775
Paraffin oil	" ..	800	673
Wool	" ..	43	189

HELSINGBORG.

Mr. Vice-Consul Westrup reports as follows:—

The trade of Helsingborg has continued to increase in 1892 Trade in a fair proportion to other years, notwithstanding the general depression prevalent almost everywhere else.

Exports.

Grain, which has always shown a prominent figure in the Export. exports, does not, however, seem to regain its earlier position, this is explained by the fact that farmers now lay more stress upon the raising of cattle for sale and export than hitherto, using the grain obtained extensively for fodder. The decline in the export
(1574)

of live-stock is simply owing to the prohibitive measures adopted by several countries in order to exclude cattle disease, which unfortunately has, at different intervals, appeared in this country. This has also influenced the butter trade to a considerable extent, resulting in diminished export.

Imports.

Imports. Most articles of import show an increase, which proves that the consumptive power of the district is not lessened.

Shipping and Navigation.

Shipping and navigation. There are 92 sailing ships belonging to this port of a total of 32,365 tons, and 6 steamers measuring altogether 2,989 tons.

Great obstacles have been met in deepening the new harbour owing to the shifting and loose soil of which the bottom is composed.

Industrial. Enterprise of an industrial kind is followed both within the town and immediate neighbourhood and progresses well; for instance, the shipbuilding yard has now completed its mechanical workshop, so that iron vessels are now built there.

Communications. Helsingborg being situate at the narrowest part of the Sound, naturally forms a most important point of communication with the continent overland, most particularly when other ports are more or less blockaded by ice.

A new line of steamers runs twice monthly to the United States, and a weekly line to Hamburg has also been opened.

The railroads running north and south as well as into the interior form, as hitherto, the best means of rapid communication, but, contrary to expectation, the coasting trade has not fallen off, the fact of which is naturally to be ascribed to its greater cheapness.

RETURN of all Shipping at the Port of Helsingborg during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	1,184	58	27,169	62	38,353
Swedish	2,387	65,000	877	276,743	3,264	241,743
Danish	169	6,311	2,464	551,905	2,633	558,216
Norwegian	30	4,878	28	11,968	58	16,846
German	71	4,167	53	18,486	124	22,653
Other countries ...	23	6,807	9	5,492	32	12,299
Total	2,684	88,347	3,489	901,763	6,173	990,110
„ for the year preceding ...	2,682	97,620	3,882	808,316	6,564	905,936

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	1,184	58	37,169	62	38,353
Swedish	2,316	51,980	874	275,008	3,190	326,988
Danish	166	5,841	2,464	551,905	2,630	557,546
Norwegian	80	4,878	28	11,968	58	16,846
German	70	3,602	53	18,486	123	22,088
Other countries	22	6,417	9	5,492	31	11,909
Total	2,608	73,702	3,486	900,028	6,094	973,730
„ for the year preceding	2,609	81,614	3,879	807,056	6,488	888,670

RETURN of Principal Articles of Export from Helsingborg
during the Years 1892-91.

Articles.			Quantity.	
			1892.	1891.
Beef and bacon	Tons	..	2,333	1,872
Butter .. ..	.. ..	..	2,427	3,536
Clay goods	Number	..	3,160,256	1,789,792
„ glazed	Tons	..	1,094	..
Copper .. ..	.. ..	..	7,679	151
Fish .. ..	.. ..	..	786	505
Grain .. ..	.. ..	..	14,800	16,606
Iron .. ..	.. ..	..	1,278	153
Live stock	Number	..	11,226	14,699
Manure	Tons	..	505	25
Molasses.. ..	.. ..	..	1,217	347
Purple-ore .. ..	.. ..	..	1,453	1,050
Shingles.. ..	Number	..	5,070,250	927,000
Sugar	Tons	..	120	..

Return of Principal Articles of Import to Helsingborg during
the Years 1892-91.

Articles.			Quantity.	
			1892.	1891.
Bran	Tons	..	1,514	1,144
Coal and coke .. ..	.. ..	..	81,859	69,144
Coffee .. ..	.. ..	..	426	438
Grain .. ..	.. ..	..	12,153	21,535
Iron .. ..	.. ..	..	4,580	2,232
Manure .. ..	.. ..	..	27,088	26,747
Oil-cake.. ..	.. ..	..	2,233	1,594
Oils and petroleum .. ..	.. ..	..	1,752	1,147
Salt .. ..	.. ..	..	2,709	2,820
Sugar .. ..	.. ..	..	571	653

LANDSCRONA.

Trade
generally.

Mr. Vice-Consul Neess reports as follows :—

As regards the trade and commerce of this port in 1892, it has varied but little compared with the year previous.

Exports.

Exports.

The quantity of grain exported shows a marked decrease ; to a certain degree this is owing to the different yield of the crops, and still more to the large increase in home consumption. Owing to the stoppage of all export of grain from Russia, prices rose considerably, and the working population, already labouring under comparatively heavy duty upon grain and flour, found matters tend towards actual difficulty of existence. The present protective Government, however, in order to alleviate this, proposed a reduction of the duty on grain, which, in the spring of 1892, was reduced to half the previous rate, and proportionately upon flour and rye-meal.

This reduction is, however, only transitory, being fixed for a period ending with the year 1893. There is the possibility that the general elections of 1893 will give a supremacy to free-trade, in which case the result will be the total abolishment of grain duties.

Bacon.

The bacon factory at this place is an undertaking which promises considerably to increase the exports of an article that has hitherto almost solely figured in the imports.

The bacon exported is of very superior quality, all of which is shipped to England. Shipments of 1892 of this article are closely double the quantity shipped in 1891.

Notwithstanding the import duty on bacon, the quantity imported amounts to about the same as that exported ; this is owing to the high class quality and consequent high price of the native product, the quality imported being chiefly cheap American, consumed by the working classes.

Imports.

Imports.

The import of raw sugar continues rapidly decreasing, showing not less than 1,759 tons below 1891, this is caused by the enormous production of home grown beetroot sugar.

Customs.

The large reduction in the import of sugar has caused a falling-off in the revenue of the custom-house to the extent of not less than 30,854*l*.

Communica-
tions.

A new line of railway, 13 miles in length, is being built to Keflinge, and is expected to be opened for general traffic before the end of 1893. Three lines, each of which is of great importance to this port, will thus connect Landscrona with the interior system of communication by rail.

The extensive telephone net of this town is now connected with the State telephone of the whole country. Public works.

From an agricultural point of view, the year 1892 may be described as a good one, wheat, rye, barley and oats yielding a good average crop of excellent description; the increase in home consumption will, however, leave but little surplus for export. Clover and grass returned a heavy crop; beetroot, on the other hand, turned out rather below the usual average. Agriculture.

RETURN of all Shipping at the Port of Landsrona during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	13	13,638	13	13,638
Danish	139	6,840	709	61,850	848	68,690
German	100	4,264	5	2,485	105	6,749
Other countries ...	468	34,050	659	213,785	1,127	247,835
Total	707.	45,154	1,386	291,758	2,093	336,912
„ for the year preceding ..	778	52,139	1,356	294,165	2,134	346,304

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	13	13,638	13	13,638
Danish	138	6,690	709	61,850	847	68,540
German	100	4,264	5	2,485	105	6,749
Other countries ...	470	35,780	658	214,630	1,128	250,410
Total	708	46,734	1,385	292,603	2,093	339,337
„ for the year preceding ...	719	46,922	1,439	280,379	2,158	327,301

RETURN of Principal Articles of Export from Landsrona
during the Years 1892-91.

Articles.				Quantity.	
				1892.	1891.
Bacon	Cwts...	..	..	13,340	4,940
Butter	" ..	..	..	2,760	3,200
Clay goods	Number ..	..	..	4,571,983	3,863,328
"	Value £	..	..	7,720	..
Eggs	Scores ..	..	..	52,087	103,486
Fish	Cwts...	..	..	1,760	5,860
Grain	Tons ..	..	..	2,781	6,709
Hides	Cwts...	..	..	240	320
Live-stock	Number ..	..	..	2,925	3,795
Machinery	Value £	..	..	1,000	7,500
Wood	Standards ..	..	..	3,270	2,362
Other articles	Tons ..	..	..	926	439

RETURN of Principal Articles of Import to Landsrona during
the Years 1892-91.

Articles.				Quantity.	
				1892.	1891.
Bran	Tons ..	..	..	2,853	665
Coffee	Cwts...	..	..	3,480	3,320
Coal	Tons ..	..	..	46,235	57,837
Fish	Cwts...	..	..	9,120	2,720
Flour, rye meal.. ..	" ..	..	..	3,560	2,640
Grain	Tons ..	..	..	2,282	2,689
Hides	" ..	..	..	240	225
Iron	" ..	..	..	998	..
Machinery	Value £	..	..	14,547	17,952
Manures, raw	Tons ..	..	..	6,338	8,740
Oil-cake	" ..	..	..	2,636	2,421
Oils	" ..	..	..	388	241
Rails	" ..	..	..	2,087	..
Salt	" ..	..	..	127	1,100
Spirits and wine ..	Gallons ..	..	..	7,638	16,872
Sugar	Tons ..	..	..	2,534	4,293
Textiles, wool and yarn ..	Cwts...	..	..	1,240	660
Treacle	Tons ..	..	..	1,660	1,520
Other articles	" ..	..	..	1,741	1,993

MALMÖ.

Mr. Vice-Consul Flensburg reports as follows:—

Trade
generally.

Trade generally, compared with last year, has undergone but slight change. Taken on an average the financial position may be looked upon as sound. No failures of importance have occurred, which seems to indicate that trade and commerce have

given a more or less remunerative result; the local trade is increasing from year to year.

The shipping trade, however, forms an unfortunate exception, it has suffered under very low freights prevailing, and consequently given but indifferent profit upon the capital invested therein.

This has more especially been the case as regards the regular cattle steamers trading between this port and the United Kingdom, in consequence of the prohibition of import of cattle into England, and several of these steamers have been forced to retire from this trade and try the open market.

Exports.

Excepting the falling-off in the export of live-stock, the Exports, exports generally of 1892 show satisfactory figures.

Imports.

Imports, which undoubtedly are the most reliable meters of Imports, the consumptive power of a country, have likewise been quite satisfactory.

The custom-house dues collected at Malmö in 1892 exceed Customs, those of 1891 by 23,534*l*.

The navigation has been uninterrupted during the whole year. Home ships. The merchant vessels belonging to Malmö, exclusive of small vessels under 10 tons, number 11 steamers of 5,220 tons and 1,280 nominal horse-power, and 32 sailing ships of 15,775 tons; the year's increase being 5,338 tons.

As referred to above, freights have ruled low throughout the Freights, year and have given owners but scanty profit.

The crops of this district have been very satisfactory, not to Harvest, say of abundant yield.

At the time of gathering the weather turned unfavourable, which, however, without causing any perceptible damage, merely occasioned some delay.

The industrial establishments of this place worked more or Industries, less profitably; a fortunate circumstance may be noted, which is, that no strikes, lock-outs, or disputes have occurred, matters having gone on smoothly and in a satisfactory manner.

In order not to lose their market in Sweden, several industrial houses abroad have started branches here, to evade the protectionist barriers raised against them.

It is chiefly in the wholesale confectionery line that this has taken place.

Shipbuilding yards have been well employed, both for repairs Shipbuilding, and in building new ships, but unfortunately with little profit to the proprietors.

The first section of the Malmö-Tomelilla Railway is now Public works.

completed and open for traffic as far as Dalby; the remainder will be, in all probability, ready in 1893.

As usual, harbour improvements have been carried out, and also the deepening and widening of the entrance channel to the port, according to the plan earlier adopted. There are plans under consideration for the extension of the harbour, shipping staiths, new quays, store houses, and steam ferry slip, and also for arrangements for an eventual free port or free store, all in order to meet probable future requirements.

RETURN of all Shipping at the Port of Malmö during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	76	53,837	76	53,837
Swedish ...	560	50,523	1,324	424,129	1,884	474,657
Norwegian ...	51	11,985	18	5,305	69	15,290
Danish ...	184	6,650	1,959	329,738	2,143	336,388
German ...	51	3,129	176	47,561	227	50,690
Other countries ...	17	5,943	5	3,123	22	9,071
Total ...	863	78,235	3,558	861,698	4,421	939,933
„ for the year preceding ...	859	73,806	3,676	860,898	4,535	934,704

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	77	54,804	77	54,804
Swedish ...	559	49,029	1,313	422,722	1,872	471,321
Norwegian ...	60	11,930	18	10,060	68	21,980
Danish ...	187	6,995	1,970	329,911	2,157	336,906
German ...	60	3,455	176	47,661	226	51,116
Other countries ...	16	5,410	3	1,918	19	7,318
Total ...	862	76,819	3,557	867,126	4,419	943,945
„ for the year preceding ...	861	75,145	3,681	874,401	4,542	948,546

RETURN of Principal Articles of Export from Malmö during
the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Bacon and beef..	Tons ..	3,043	2,737
Butter ..	" ..	4,865	4,402
Cement ..	" ..	8,359	10,940
Chalk ..	" ..	7,929	11,030
Cheese ..	" ..	94	..
Eggs ..	Scores ..	232,907	..
Grain and flour..	Tons ..	19,118	22,263
Live-stock ..	Number ..	29,924	41,481
Matches..	Tons ..	5,484	4,097
Sugar and syrup	" ..	2,911	..
Timber ..	Standards ..	4,663	..
Wood-pulp ..	Tons ..	2,783	..

RETURN of Principal Articles of Import to Malmö during
the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Bran ..	Tons ..	4,663	..
Cacao ..	" ..	248	..
Coal and coke ..	" ..	212,000	219,463
Coffee ..	" ..	1,342	1,237
Cotton ..	" ..	547	802
Feeding stuffs ..	" ..	6,529	..
Grain and flour..	" ..	4,929	19,007
Iron, all kinds ..	" ..	10,600	6,454
Machinery ..	Value £	15,240	..
Oils ..	Tons ..	4,039	3,608
Salt ..	" ..	1,559	..
Sugar and syrup	" ..	2,627	3,295
Tobacco ..	" ..	343	365
Wool and textiles	" ..	1,120	..

CARLSCRONA.

Mr. Vice-Consul Palander reports as follows:—

There has been no improvement in the trade of the port ^{Trade} during 1892; this year, therefore, must be considered on a par ^{generally} with, at least, the two previous ones, that is to say dull.

*Exports.**Exports.*

Almost the only article of export that has comparatively retained its position is granite.

It is chiefly shipped to Germany in the shape of paving stone and blocks, but also in a rough state to that country (and elsewhere) for monumental purposes.

Its description and colour is very good and, in a polished state, it possesses the excellent quality of being fairly proof against atmospheric changes.

*Imports.**Imports.*

The coalfields of Scania that some years ago gave rise to abundant speculation, and of which great hopes were entertained, do not appear to develop to any extent within far of what was expected, thus, even the closely adjoining provinces have, as hitherto, to provide their requisites of coal and coke from England and Scotland.

As regards this port especially, there was more fuel of these kinds imported in 1892 than in either of the years 1891 or 1890.

Grain.

An excellent crop of all kinds of cereals within the country has caused the imports under this head to diminish considerably.

Customs.

The amount of customs collected at Carlscrona in 1892 were less than the preceding year, being 19,231*l.* against 21,678*l.* in 1891.

Harvest.

The crop of 1892, as before mentioned, was rich, and, being gathered under favourable circumstances, proved, as regards quality, to be the best obtained for many years, prices, however, have had a low tendency.

Fisheries.

In 1892 the fishing on this coast has been very good, still the return to the fishing population has not been as remunerative as it should have been had not the fishing generally been good along the coast both eastward and westward, a fact that made itself manifest by comparatively low prices.

There is much complaint of the damage done by seals to the fishermen's nets and gear as well as of their plundering and spoiling the fish caught.

A proposal has been made by the coast fishery inspector to the Diet, to give a reward, out of public funds, of 10 kronor (about 1*l.*s.) per head for every seal killed in these waters.

Harbour.

The extending and deepening of the inner harbour is continued; when complete this undertaking will prove a great improvement to the port.

RETURN of all Shipping at the Port of Carlscrona during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	392	4	3,712	5	4,104
Swedish	103	9,676	324	81,396	427	91,072
Norwegian	16	3,418	9	2,644	25	6,062
German	45	2,979	16	3,919	61	6,898
Danish	41	2,129	18	3,641	59	5,770
Other countries	10	2,644	...	...	10	2,644
Total	216	21,238	371	95,312	587	116,550
„ for the year preceding	193	18,075	391	99,054	584	117,759

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	392	4	3,712	5	4,104
Swedish	151	12,715	249	69,721	400	72,436
Norwegian	17	3,282	12	3,939	29	7,221
German	46	2,918	16	3,861	61	6,769
Danish	51	2,728	17	3,615	68	6,242
Other countries	10	2,644	...	...	10	2,644
Total	275	24,679	298	74,738	573	99,417
„ for the year preceding	249	23,398	316	77,292	565	100,690

RETURN of Principal Articles of Export from Carlscrona during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Granite	...	...	£ 20,140	...	£ 20,230
Oats	Cwts. ...	...	...	3,768	984
Rails, old	Tons ...	1,825	3,650	...	...
Wood	Standards	1,669	37,645	2,098	47,205

RETURN of Principal Articles of Import to Carlserona during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Bacon	Cwts. ...	566	£ 1,132	1,938	£ 3,876
Brandy and wine	Gallons ...	4,980	1,245	9,596	2,389
Coal and coke	Tons ...	25,806	17,714	17,247	12,073
Coffee	Cwts. ...	2,322	6,037	3,011	7,862
Grain	Tons ...	3,170	21,611	6,689	38,512
Iron and rails	" ...	193	386	1,799	6,846
Machinery	" ...	...	1,736	...	4,783
Manure	Tons ...	955	1,433	2,613	3,920
Meal	Cwts. ...	3,620	1,629	78	85
Petroleum	" ...	19,177	5,753	17,515	5,262
Salt	Tons ...	916	824	1,971	1,752
Sugar	Cwts. ...	1,568	3,136	1,876	3,648
Tobacco	" ...	2,072	5,698	1,461	4,030
Total	...	...	68,334	...	94,988

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 7 | 93—H & S 1574)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1256.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

S W E D E N.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF THE CONSULAR DISTRICT OF
STOCKHOLM.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1125,

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
82, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—143.]

Price Three Halfpence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's
Diplomatic and Consular Officers at the following places, and may be
obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1134. Meshed	1d.	1195. Corunna	2d.
1135. Guayaquil	½d.	1196. Algiers	15½d.
1136. Rio de Janeiro	4½d.	1197. Pakhoi	1d.
1137. Tonga	1d.	1198. Nice	1½d.
1138. Copenhagen	1d.	1199. Kiungchow	1½d.
1139. Tangier	1½d.	1200. Aleppo	1d.
1140. Buenos Ayres	2½d.	1201. Stettin	4½d.
1141. Para	1d.	1202. Swatow	1d.
1142. Baghdad and Bussorah	1½d.	1203. Charleston	2½d.
1143. Christiania	5½d.	1204. Syra	1d.
1144. Old Calabar	2d.	1205. New Orleans	2½d.
1145. Trieste	1½d.	1206. Suakin	1½d.
1146. Quito	1d.	1207. Caracas	1d.
1147. Buenos Ayres	6d.	1208. Somali Coast	1d.
1148. Bogotá	1d.	1209. Nantes	1d.
1149. The Hague	2d.	1210. Tahiti	2d.
1150. Mexico	2½d.	1211. Ichang	3½d.
1151. Florence	2d.	1212. Wenchow	1d.
1152. Calais	1d.	1213. Havana	2d.
1153. Lorenzo Marques	1½d.	1214. Cagliari	1d.
1154. Patras	1d.	1215. Old Calabar	½d.
1155. Taganrog	1d.	1216. Foochow	1d.
1156. Stockholm	1d.	1217. Wuhu	1d.
1157. Washington	2d.	1218. Vera Cruz	1½d.
1158. Paris	1½d.	1219. San José	1d.
1159. Bengazi	1d.	1220. Antwerp	1d.
1160. Santos	2½d.	1221. Mogador	2½d.
1161. Buenos Ayres	1½d.	1222. Berlin	1½d.
1162. Nantes	1d.	1223. Rome	1d.
1163. Beira	5d.	1224. Constantinople	6½d.
1164. Galveston	1½d.	1225. Barcelona	2½d.
1165. Berlin	1d.	1226. Madeira	5½d.
1166. Bordeaux	2½d.	1227. Soul	1½d.
1167. Calais	2½d.	1228. Chinkiang	1d.
1168. The Hague	2d.	1229. Newchwang	1d.
1169. Athens	12d.	1230. Chungking	1½d.
1170. Galatz	1½d.	1231. Hankow	1d.
1171. Guayaquil	1d.	1232. Odessa	2d.
1172. Riga	2d.	1233. Chicago	3d.
1173. Trebizond	1d.	1234. Taganrog	2½d.
1174. Havre	2½d.	1235. Ningpo	1d.
1175. Saigon	½d.	1236. Mannheim	1d.
1176. Baltimore	1½d.	1237. Dunkirk	1d.
1177. Brest	1d.	1238. Macao and Timor	1d.
1178. Buenos Ayres	½d.	1239. Madrid	½d.
1179. Adrianople	½d.	1240. Port-au-Prince	2d.
1180. Algiers	2½d.	1241. Frankfort	3d.
1181. Boston	1d.	1242. Erzerum	1d.
1182. Marseilles	1½d.	1243. Palermo	3½d.
1183. Warsaw	1d.	1244. Naples	1d.
1184. Piræus	1½d.	1245. Guatemala	1d.
1185. Callao	1d.	1246. Madrid	1d.
1186. Jerusalem	½d.	1247. Gothenburg	2d.
1187. Chefoo	1½d.	1248. Brindisi	2½d.
1188. Munich	2d.	1249. Fiume	2d.
1189. Resht	1d.	1250. Leghorn	2½d.
1190. Batavia	1½d.	1251. San Francisco	5½d.
1191. Batoum	1½d.	1252. Bushire	2d.
1192. Tainan	1d.	1253. Nagasaki	1d.
1193. Amoy	1d.	1254. Smyrna	1d.
1194. Zanzibar	4d.	1255. Yokohama	1½d.

No. 1256.

Reference to previous Report, Annual Series No. 1125.

SWEDEN.

STOCKHOLM.

Consul. Constable to the Earl of Rosebery.

My Lord,

Stockholm, May 31, 1893.

I HAVE the honour to transmit to your Lordship herewith my Report on the Trade and Commerce of Stockholm and of the Eastern Coast of Sweden for the year 1892.

I have, &c.

(Signed) M. S. CONSTABLE.

Report on the Trade and Commerce of Stockholm and the Eastern Coast of Sweden for the Year 1892.

ABSTRACT of Contents.

	PAGE
Stockholm—	
Shipping and navigation	2
Trade and commerce	2
Imports	2-9
Exports	3-8
Public works	4
Sundsvall—	
Shipping	5-11
Customs	5
Exports.. .. .	6-10
Imports	6-10
Gefle—	
Trade	6
Exports.. .. .	6, 11, 13
Imports	7-12
Shipping	7-12
Hudiksvall—	
Exports	13
Imports.. .. .	13
Shipping	14
(1880)	A 2

ABSTRACT of Contents—continued.

	PAGE
Söderhamn—	
Exports	15
Imports	15
Shipping	15
Kalmar—	
Exports.. .. .	16
Imports	16
Shipping	17
Oscarshamn—	
Exports.. .. .	18
Imports	18
Gotland—	
Shipping	19

*Shipping and Navigation.*Shipping and
navigation.

The winter 1891–92 was of so unusually mild a character that the navigation of the port of Stockholm was never entirely closed. The only difficulty from ice was experienced between March 9 and March 20, when the Sandhamn entrance was blocked by pack ice, but before the end of the month the navigation of all the channels was unimpeded.

The total number of ships that entered the port of Stockholm from abroad was 1,668, with an aggregate tonnage of 684,508.

Of these 390, with a tonnage of 289,657, arrived from ports in Great Britain.

The total number of British vessels visiting the port of Stockholm was 217, with a tonnage of 154,161 tons.

Compared with 1891 there was a falling-off in British tonnage of 53 vessels.

In 1891 there was a decrease of 46 vessels from the number of the previous year, so that the two years together mark a serious decline of the amount of British trade with the port of Stockholm. British ships come to Stockholm either with coal or general cargoes. They seldom obtain return freights, but proceed north to ship wood. The trade of the port with England depends, therefore, almost entirely on the Stockholm demand for coal and for the commodities making up general cargo. On many of these commodities the protective tariff of 1888 imposed high duties, so that the decline in British shipping with the port of Stockholm that has lately taken place must be attributed in a great measure to the decrease of demand incident on the necessarily higher prices for English goods.

Trade and Commerce.

Imports.

The decrease in many of the principal articles of import which marked the year 1892 may be attributed partly to the generally prevailing depression in trade and partly to the stimulus to native production afforded by the protective policy of the Swedish Government since the beginning of 1888.

It is significant that the importation of coal and coke has shared in the general falling-off. The quantities of these two commodities that are brought into the country from abroad may be considered to afford a good indication of the activity of native manufactures, and it would therefore appear as if the new protective policy had, for the present at any rate, reached its limits in promoting that activity. Prior to the victory of the Protectionists in 1888 the importation of coal and coke into Sweden had remained pretty steadily for some years at about 53,000,000 of cubic feet. The figures for the five subsequent years stand as follows:—

Year.							Cubic Feet.
1888	..	..	..	..	..	..	62,953,050
1889	..	..	..	..	..	..	74,326,890
1890	..	..	..	..	..	..	74,951,606
1891	..	..	..	..	..	..	79,493,375
1892	..	..	..	..	..	..	78,981,010

The import for 1892 thus shows the first check that there has been to the rapid increase of the four previous years.

The import under this heading into Sweden fell from 3,840,385 gallons to 524,390 gallons, and the export in a similar proportion. The cause of this was the suspension of the great Carlshamn spirit refinery, which for many years past has imported raw spirits from Russia and Germany and re-exported the refined article to Spain and the other vine-growing countries. In 1892 the refinery lost its Spanish market, and was obliged to suspend operations. Efforts are being made to reconstruct the company on a different basis with the help of British capital.

There has been a steady and considerable falling-off in the importation of refined sugar since 1886, due to the heavy customs duty imposed upon it, and to the largely increased production of beet sugar in the country. In 1886 the amount of refined sugar shipped into Stockholm was 103,408 cwts., for 1892 the total was only 37,531 cwts.

Under this heading there is a considerable increase. Herrings form the cheapest food obtainable by the lower classes. Generally, therefore, whenever there is a bad harvest and grain prices rule high, herrings are imported in larger quantities to meet the increased demand. In 1892 grain prices were not especially high, so that the increased import is probably due to the pinch of general high prices resulting from protection.

Exports.

The timber trade was a more profitable one for exporters. During the two previous years, 1889–90, the trade had suffered greatly from over-production, and finally prices sunk so low that
(1580)

it became quite unremunerative. In order to remedy this state of things an agreement was entered into in 1891 between the saw-mill owners of both Norway and Sweden to diminish the number of working hours in the week by about 20 per cent., and thus reduce the output for the season. This measure did not have as much effect in raising prices as had been expected, and consequently in 1892 another agreement was entered into still further to reduce the output. The result (from the Swedish exporter's point of view) was at last satisfactory, as prices rose, and the trade became a profitable one. Stocks are now smaller than they have been for some years past, and it may consequently be expected that prices will be well maintained throughout the approaching shipping season.

Iron and
steel.

The year was a decidedly unfavourable one for the Swedish iron trade as a whole. For pig-iron in particular there was very little demand, prices ruled low, and there was a falling-off of nearly 5,000 tons in the foreign shipments from the figures of the preceding year. The stocks had increased at the end of the year by nearly 14,000 tons, so that the market outlook is a bad one. The Swedish Ironmasters' Association recommend a reduction in the output of at least 10 per cent. for the present year.

For bar iron the market was somewhat better, and also for steel rails. The latter circumstance was due to large orders given by the Swedish State Railways to Swedish firms. The prices paid are not known, but they were almost certainly higher than the English quotations.

The attempts which have been made by the Swedish Export Association to open up a market in British-India for Swedish steel and iron have not hitherto been attended with much success.

Some hopes are entertained that the Swedish exhibits at the Chicago Exhibition may have the effect of creating a demand for Swedish steel and iron in the United States, but in the absence of direct steamboat communication it is held very doubtful whether such a trade could be made profitable.

Cats.

In the beginning of the year the market for oats was depressed in consequence of unusually large shipments from America, and the expectation that the prohibition placed on exportation from Russia would be withdrawn. The export during the first nine months of the year consequently only reached 39,020 tons. The autumn shipments, however, were unusually large. The harvest had been greatly above the average and the foreign demand was good. During the last 3 months of the year 68,948 tons were exported, a higher figure than has been reached for the corresponding months during several years.

Public Works.

Railways.

Great progress has lately been made with the trunk railway line through Norrbotten, which will, when completed, place the Lulea-Gellivara line in connection with the main system of Swedish

railways. In 1890 the Riksdag commenced voting supplementary grants with a view to completing this line as rapidly as possible, with the result that it is now expected that the Solleftea-Boden connection will be effected by the year 1894.

The Lulea-Gellivara line has been worked regularly since its purchase by the Swedish Government from the English company. The traffic on this line has been considerable and the profits higher than had been anticipated. For the moment an insufficiency of rolling stock prevents a further increase in the amount of ore than can be carried over the line, but when this difficulty is overcome it is expected that 300,000 tons of ore may be brought down to the coast annually from the Gellivara mines.

The easy and profitable working of the line proves that the unfavourable reports that were made upon it when it was still in the possession of the Swedish and Norwegian Railway Company, Limited, and which had the effect of greatly impairing the credit of the English Company and adding to its embarrassments, were, to say the least of it, greatly exaggerated.

A proposal is now being considered as to the expediency of ^{Harbours.} constructing a canal between Baggensfiord and Lännerstasundet. If the scheme should be carried through, the passage to the open sea from the port of Stockholm will be shortened by about 22 English miles, and half-a-day be saved for British vessels coming from the south.

The length of the canal would be 3,895 feet, its depth $21\frac{1}{2}$ feet, and its breadth 62 feet to $75\frac{1}{2}$ feet. The cost is approximately estimated at 72,222*l.*, and its construction would extend over a period of 4 years.

The state of the entrance to the harbour of Lulea is still far from satisfactory. No less than five British vessels met with casualties (fortunately not serious ones) in entering that port during the shipping season of 1892, owing to the intricacy and silted up condition of the channel. This year the entrance, though still difficult and dangerous, will be practicable for vessels drawing 23 feet of water, an increase of 6 feet over the depth of last year.

SUNDSVALL.

Mr. Vice-Consul Bredenberg reports as follows:—

British shipping showed a considerable diminution last season. ^{Shipping.} In 1891, 250 vessels, with an aggregate tonnage of 189,939 tons visited the port; last year the numbers were 181 vessels with a tonnage of 147,285 tons, so that there was a falling-off to the extent of 69 vessels, and a tonnage of 42,654 tons. This decrease was mainly caused by the restrictions on the output of wood goods due to the influence and initiative of the Society of Saw-mill Owners and Timber Exporters.

The customs duties collected by the revenue officers show a ^{Customs.} considerable decline for several years past. In 1889 the total sum (1580) A 4

amounted to 2,039,520 kronor. For the year 1892 only 1,681,590 kronor was collected.

Exports.

The exports, with the exception of the staple article, timber, were well maintained.

Imports.

Very little variation from the figures of 1891 occurred in the value of the imports. Coffee, however, showed an increase of 153 tons.

GEFLE.

Mr. Acting Vice-Consul Robert Carrick reports as follows:—

Trade report.

Exports.

Timber.

The trade of this port shows, on the whole, a considerable expansion for the past year. The staple article of export, however, namely, timber, formed an important exception, the shipments being less by 6,705 standards than for the year before. Notwithstanding the decrease in the amount shipped, the trade was a more profitable one for the saw-mill owners, and helped in some degree to compensate the heavy losses sustained during the year 1891. This result, viz., diminished shipments concurrent with higher profits, is attributable to the agreement entered into by the saw-mill owners of the north of Sweden to diminish the output of logs during the winter of 1891-92.

Prices for the heavier dimensions of sawn wood kept steady during the whole season, but for French planchettes and the lower qualities of boards they fluctuated considerably in consequence of the diminished export to France caused by the increased customs duty in that country, which came into force early in 1892. This duty, which practically prohibits the export of planed and other manufactured wood from Sweden to France, is not, however, expected to do much harm to the shipments of sawn wood from the Gefle district, whatever may be its effect on the export of Swedish sawn wood as a whole. The wood from the Gefle district being of a better quality than that from further north, it is anticipated that French importers will find it to their advantage to purchase timber from Gefle on which the duty all round may be about 20 per cent. ad valorem, rather than the woods of the Hernösand and other similar districts, on which the duty will possibly reach as high as 30 per cent. of the c.i.f. value, and for which a substitute will be more easily found in the country.

The shipments to Great Britain and British South Africa turned out very satisfactorily in 1892, but to Australia very little could be sold, and the latter market will doubtless continue depressed for another year or two, the financial disturbances there preventing all building enterprise for the present. F.o.b. prices for Gefle sawn wood in 1892 were as follows, viz.:—

Description.	Mixed.	Thirds.	Fourths.		Fifths.	
			From—	To—	From—	To—
For 11-in. red deals ...	£ s. 13 10	£ s. 11 10	£ s. 7 10	£ s. 7 15	£ s. 6 10	£ s. 6 15
9-in. " ...	12 5	10 5	7 10	...	6 10	...
7-in. and 8-in. battens ...	8 15	6 15	5 10	...	4 15	...
" boards ...	10 5	8 5	5 10	...	4 10	...
9-in. white deals ...	6 0	...	...	...	...	...

and other sizes in proportion.

Prospects for 1893 are very satisfactory, quotations being about 5s. higher than the above figures all round. Many producers have already placed about two-thirds of their year's output.

The export of wood-pulp, included in the tables under "Miscellaneous," showed a remarkable increase last year, the total value amounting to 50,000*l*. Of this 50,000*l*. worth of wood-pulp more than four-fifths went to England or its dependencies.

The iron and steel trades of the district (for which Gefle is the natural outlet) were in a most unsatisfactory and unremunerative condition during the year 1892. Indeed, if prices continue to maintain their low level, it is to be feared that some of the smaller works, those especially which are restricted necessarily to the production of pig-iron and bar-iron, will be obliged to stop work, at any rate, for a time.

Imports.

Notwithstanding the depressed condition of trade generally, the import under this heading showed an increase. The demand is a pretty steady one, being largely made up by the requirements of the railways of the district. The use of English coals is also slowly extending in the manufacture of iron and steel, and as soon as the metal trades take a turn for the better we shall doubtless witness a further expansion of this demand. Prices dropped during nearly the whole of 1892, so that the season was an unremunerative one to the local importers.

The shipping trade made some progress in 1892, and, as will be seen from the annexed tables, the tonnage of British-owned vessels entering and clearing exceeds that of any other flag, and is more than that of all other nationalities together, excluding Swedish. It is, however, to be feared that this large traffic left no corresponding profit to shipowners, as freights ruled very low during the whole season. The rates of freight from the Gefle district to London for sawn wood commenced at about 22*s*. 6*d*. per standard at first open water, but gradually receded until 19*s*. was reached in July. Rates to other places were in proportion, those to Australia especially being ruinously low all through the season. A new departure was made in 1892 by the shipment of wood from Gefle to British South Africa by steamer, but it seems doubtful whether a freight rate of 3*l*. 15*s*. per standard, or thereabouts, will be suffi-

ciently remunerative to tempt a repetition of the experiment. Large quantities of sawn wood have, however, again been disposed of for shipment to South Africa for 1893.

RETURN of the Principal Articles of Export from Stockholm
during the Years 1891-92.

Articles.		Quantity.	
		1891.	1892.
Bar iron.. ..	Cwts. . .	749,072	956,500
Manufactured iron	" ..	13,943	5,502
Iron wire	" ..	59,902	8,056
Sheet iron	" ..	37,663	43,738
Scrap and bloom iron	" ..	57,593	52,892
Pig iron.. ..	" ..	314,402	228,952
Steel	" ..	63,704	63,209
" rails, old	" ..	..	171,018
Lead and lead ore	" ..	44,418	51,792
Oats	" ..	407,868	506,129
Hides and skins	" ..	9,099	5,691
Clover and grass seeds.. ..	" ..	1,596	3,078
Tar	" ..	18,375	18,935
Deals and battens	Standards ..	14,423	12,859
Matches.. ..	Cwts. . .	5,160	6,546
Carpentry	Value £	43,353	28,483
Wood-pulp	Cwts. . .	9,132	33,123
Implements and machinery ..	Value £	73,605	65,094
Punch	Gallons ..	4,874	5,146
Brandy and spirit	" ..	4,884	3,689
Rags	Cwts. . .	6,231	8,550
Tallow	" ..	3,749	1,881
Oil-cakes	" ..	6,327	6,650
Zinc ore.. ..	" ..	78,600	73,910
China	" ..	..	6,577
Feldspath	" ..	..	42,294
Nails	" ..	..	5,515

RETURN of the Principal Articles of Import to Stockholm
during the Years 1891-92.

Articles.		Quantity.	
		1891.	1892.
Asphalte	Cwts. . .	21,730	15,372
Almonds	" ..	3,094	2,788
Brandy	Gallons ..	..	17,577
" Arrak, in casks	" ..	118,415	91,815
Rum, in casks	" ..	2,390	1,829
Cognac	" ..	112,171	104,178
" bottled	" ..	10,081	8,595
Butter	Cwts. . .	11,350	9,882
Cement	" ..	5,276	1,215
Coal and coke	Cubic feet ..	18,065,599	17,175,559
Coffee	Cwts. . .	87,649	93,638
Colours	" ..	10,816	11,743
Copper	" ..	7,605	16,144
Cotton	" ..	8,078	13,004
Cork-wood	" ..	22,580	23,803
Fish—			
Herrings	" ..	115,075	148,513
Cod	" ..	7,163	7,028
Glass—			
Window	" ..	4,970	2,442
Mirrors	" ..	1,969	1,722
Grain—			
Wheat	" ..	368,681	782,003
Barley	" ..	..	33,498
Rye	" ..	464,593	552,531
Maize	" ..	28,501	18,589
Rice	" ..	35,066	33,109
Hemp	" ..	13,451	16,281
Hides—			
Not fur	" ..	5,097	3,433
Prepared	" ..	16,426	9,640
Hops	" ..	3,807	2,526
Iron—			
Pig	" ..	112,390	153,718
Bars and manufactured ..	" ..	45,666	51,338
Rails	" ..	42,315	86,821
Sheet	" ..	16,450	29,502
Liqueur	Gallons ..	8,561	9,810
Meat	Cwts. . .	10,653	7,207
Manure	" ..	205,233	242,650
Oils—			
Linseed	" ..	6,003	7,524
Other fatty oils, in casks ..	" ..	40,911	41,491
" in other vessels	" ..	2,004	665
Mineral, raw	" ..	13,657	17,406
Refined	" ..	253,570	251,972
Oil-cakes	" ..	111,953	119,174
Oranges	" ..	5,858	6,173
Pepper	" ..	1,802	1,535
Pork	" ..	38,146	22,536
Potatoes	" ..	72,785	33,990
Potashes	" ..	12,455	14,843
Raisins	" ..	4,562	5,502
Rope	" ..	2,378	2,136
Rye meal	" ..	17,306	20,754

RETURN of the Principal Articles of Import to Stockholm
during the Years 1891-92—continued.

Articles.		Quantity.	
		1891.	1892.
Salt	Cubic feet ..	669,886	612,863
Seeds	Cwts. ..	74,195	65,005
Shoddy	" ..	1,512	1,135
Soda	" ..	54,443	18,521
Sugar—			
Refined	" ..	43,421	37,531
Raw	" ..	125,624	146,200
Tallow	" ..	18,786	22,244
Tea	" ..	741	754
Tin, unworked	" ..	2,120	2,919
Tobacco	" ..	13,529	20,470
Wheaten flour	" ..	132,920	120,000
Wine—			
In casks	" ..	49,655	48,229
Bottled	Gallons ..	154,376	89,091
Wool	Cwts. ..	1,744	2,433

RETURN of Principal Articles of Export from Sundsvall during
the Years 1892-91.

Articles.		Quantity.	
		1892.	1891.
Wood	Standards ..	256,103	272,187
Iron and steel	Tons ..	5,913	6,040

RETURN of Principal Articles of Import to Sundsvall during the
Years 1892-91.

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Coal and coke	17,765	17,370
Grain and flour	5,789	6,075
Sugar	1,911	1,834
Petroleum	1,557	1,422
Coffee	1,107	954
Treacle	973	999
Meat and pork	903	925

RETURN of all Shipping at the Port of Sundsvall during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	2,468·17	176	177,496·61	181	179,964·78
Swedish	356	75,740·60	120	56,982·78	476	132,723·38
Norwegian	220	90,918·54	18	13,941·54	238	104,860·08
German	22	6,800·23	93	55,944·53	115	62,744·76
Danish	87	17,038·84	20	16,844·85	107	33,883·69
Russian and Fin- nish	68	19,090·05	45	8,275·27	103	27,365·32
Dutch	47	21,415·05	5	3,813·52	52	25,228·57
Spanish	...	...	8	8,025·71	8	8,025·71
Other countries	13	5,519·53	1	657·49	14	6,177·02
Total	807	238,991·01	486	341,982·30	1,293	580,973·31
„ for the year preceding	903	271,687·78	550	359,339·52	1,453	631,027·30

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	2,468·17	176	177,496·61	181	179,964·78
Swedish	356	75,608·64	120	56,982·78	476	132,591·42
Norwegian	220	90,918·54	18	13,941·54	238	104,860·08
German	22	6,800·23	93	55,944·53	115	62,744·76
Danish	87	17,038·84	20	16,844·85	107	33,883·69
Russian and Fin- nish	57	19,661·91	45	8,275·27	102	26,937·18
Dutch	47	21,415·05	5	3,813·52	52	25,228·57
Spanish	...	...	8	8,025·71	8	8,025·71
Other countries	13	5,519·53	1	657·49	14	6,177·02
Total	807	238,430·91	486	341,982·30	1,293	580,413·21
„ for the year preceding	903	271,818·59	550	359,339·52	1,453	631,153·11

RETURN of Principal Articles of Export from Gefle during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wood goods... ..	Standards	124,846	£ 771,062 16 0	131,551	£ 820,688 15 6
Iron and steel	Tons ...	85,747	254,289 19 3	32,175	238,667 16 4
Other articles	...	...	90,207 19 0	...	27,681 17 6
Total	...	...	1,115,560 14 3	...	1,086,988 9 3

RETURN of Principal Articles of Import to Gefle during the
Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£ s. d.		£ s. d.
Grain, &c. ...	Tons ...	10,968	109,096 2 11	10,027	101,053 9 11
Coffee ...	Cwts. ...	11,303	50,235 4 0	7,358	29,635 0 5
Pork and beef ...	Tons ...	571	21,961 10 11	486	16,088 13 3
Sugar ...	Cwts. ...	10,648	9,985 9 2	7,796	7,100 9 0
Wine and spirits ...	Gallons ...	6,207	2,672 7 0	20,735	10,306 17 0
Coals ...	Tons ...	110,236	63,385 14 0	105,473	60,646 13 6
Cotton ...	Cwts. ...	14,212	32,372 1 0	9,209	20,976 0 0
Oil ...	» ...	50,949	22,308 10 0	48,639	18,239 12 5
Machinery ...	... ..	...	17,358 15 6	...	12,032 17 0
Other articles ...	... ..	...	61,879 3 3	...	64,564 17 0
Total ...	...	...	391,254 17 9	...	340,644 9 6

RETURN of all Shipping at the Port of Gefle during the Year
1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	6	2,726·67	99	99,615·73	105	102,342·40
Swedish ...	91	26,067·35	166	69,364·15	257	95,431·50
German ...	34	9,413·25	46	19,149·79	80	28,563·04
Norwegian ...	74	26,598·69	21	13,521·38	95	40,120·07
Danish ...	48	8,310·79	13	8,816·41	61	17,127·20
Russian ...	12	3,595·04	1	24·87	13	3,619·91
Other countries ...	15	6,589·55	3	2,445·66	18	9,035·11
Total ...	280	83,301·34	349	212,937·99	629	296,239·23
„ for the year preceding ...	...	...	...	...	558	266,074·84

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	5	2,507·34	144	144,037·23	149	146,544·57
Swedish ...	117	30,214·75	200	100,709·02	317	130,923·77
German ...	34	10,480·40	39	17,333·48	73	27,813·88
Norwegian ...	72	27,610·47	28	19,641·33	100	47,251·80
Danish ...	46	7,917·23	11	7,944·05	57	15,861·28
Russian ...	14	4,061·77	3	1,339·87	17	5,401·64
Other countries ...	12	6,034·35	4	3,528·65	16	9,563·00
Total ...	300	83,826·31	429	294,533·63	729	383,359·94
„ for the year preceding ...	...	...	...	...	701	350,847·69

TABLE showing the Total Value of all Articles Exported from and Imported to Gefle from and to Foreign Countries during the Years 1892-91.

Countries.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain ...	728,404 18 6	692,420 5 2	118,225 5 8	112,622 3 4
Germany ...	92,007 12 4	84,114 12 0	77,729 18 3	65,728 10 7
Belgium and Holland ...	85,711 15 1	99,627 2 9	6,279 8 0	3,700 0 0
France ...	62,096 7 9	115,934 4 10	4,380 7 2	11,363 2 0
Denmark ...	21,812 16 7	24,811 15 7	30,197 14 3	27,216 5 0
Other countries ...	108,413 5 1	60,691 17 8	95,538 9 4	66,087 1 10
Russia ...	17,113 19 0	8,888 11 8	58,903 15 1	53,927 6 9
Total ...	1,115,660 14 8	1,086,988 9 8	391,254 17 9	340,644 9 6

RETURN of Principal Articles of Export from Hudiksvall during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Deals, battens, and boards	Standards	59,308	326,194	41,685	208,420
Floorings		5,822	34,932	3,761	20,680
Timber, round		2,941	8,900	3,106	9,320
" square		2,421	9,694	1,407	5,630
Split wood		3,679	4,415	2,433	3,040
Pit-props		18,770	14,077	7,852	5,900
Staves		470	1,410	734	2,260
Telegraph poles		898	3,143	1,147	5,500
Spars, round		194	582	...	...
Iron and steel	Cwts.	160,513	56,180	113,368	34,010
Total...		...	459,517	...	292,900

RETURN of Principal Articles of Import to Hudiksvall during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Herrings, salted	Cwts.	1,612	£	204	£
Pork		780		163	
Beef		...		80	
Coffee	Cwts.	296		886	
Oils, mineral		7,617		3,800	
Cheese		12		4	
Wheat flour		1,368		590	
Rye flour		4,612		212	
Tobacco		3,600		1,826	
Silk cloth		1		1	
Cotton		9		13	
Wool cloth		16		27	
Linen		10		8	
Coal and coke		51,100		85,000	
Salt		36,100		28,900	
Butter		126		243	
Sugar		406		350	
Syrup		97		838	
Manure		7,400		5,760	
Papers		11		6	
Machinery		...	262	...	329
Wine	Gallons	174		2,297	
Brandy		160		773	

RETURN of all Shipping at the Port of Hudiksvall during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	219·33	62	56,803·12	63	57,022·45
Swedish	99	24,386·63	67	44,723·71	166	69,110·34
Norwegian	32	10,222·41	15	13,584·63	47	23,807·04
Russian and Fin- nish	12	3,666·35	...	...	12	3,666·35
Danish	19	3,676·52	9	6,907·95	28	10,584·47
German	9	3,410·49	19	11,723·19	28	15,133·68
Dutch	9	3,405·54	...	...	9	3,405·54
Austrian	2	1,220·28	...	...	2	1,220·28
Total	183	50,207·55	172	133,742·60	355	183,950·15
„ for the year preceding	...	...	...	...	352	181,648·86

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	219·33	62	56,803·12	63	57,022·45
Swedish	97	24,132·93	67	44,723·71	164	68,856·64
Norwegian	32	10,222·40	15	13,584·63	47	23,807·04
Russian and Fin- nish	12	3,666·35	...	...	12	3,666·35
Danish	19	3,676·52	9	6,907·95	28	10,584·47
Dutch	9	3,405·54	...	...	9	3,405·54
German	9	3,410·49	19	11,723·19	28	15,133·68
Austrian	2	1,220·28	...	...	2	1,220·28
Total	181	49,953·85	172	133,742·60	353	183,696·45
„ for the year preceding	...	...	...	...	351	181,545·88

TABLE showing the Total Value of all Articles Exported from
Hudiksvall during the Years 1892-91.

Country.	Value.	
	1892.	1891.
	£	£
England	214,621	111,570
France	57,197	74,200
Holland	46,923	19,555
Belgium	12,687	7,500
Germany	61,772	34,710
Egypt	5,917	9,390
Denmark	19,201	9,725
Spain	29,280	19,360
Australia	5,123	3,250
Africa	2,654	3,540
Italy	2,646	..
Brazil	1,496	..
Total	459,517	292,800

RETURN of Principal Articles of Export from Söderhamn during
the Years 1892-91.

Articles.						Quantity.	
						1892.	1891.
Wood	..	..	..	..	Kiloms.	473,843	509,497
Iron	..	..	..	..	Kilos...	7,847,314	8,263,767
Pulp	..	..	..	..	„ ..	1,986,658	1,356,700

RETURN of Principal Articles of Import to Söderhamn during the
Years 1892-91.

Articles.						1892.		1891.	
						Quantity.	Value.	Quantity.	Value.
Corn and flour	...	...	...	Kilos.	...	649,183	Kronor.	195,924	...
Beef and pork	...	...	...	..	...	36,515	...	24,371	...
Coffee	...	...	...	..	...	8,966	...	17,000	...
Sugar	...	...	...	..	...	9,167	...	19,460	...
Syrup	...	...	...	..	...	29,442	...	24,313	...
Butter	...	...	...	..	...	5,484	...	15,262	...
Fish and salt herrings	...	...	...	..	...	20,000	...	25,300	...
Coals...	...	...	...	Hectolitres	...	200,932	...	178,303	...
Salt	...	...	...	..	...	11,231	...	15,381	...
Wine and spirit	...	...	...	Litres	...	457	...	13,243	...
Artificial manure	...	...	...	Kilos.	...	710,800	...	680,188	...
Agricultural tools, &c.	...	...	...	...	...	9,812	...	4,938	...

RETURN of all Shipping at the Port of Söderhamn during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	287	129	107,077	130	107,364
Swedish	88	18,200	74	27,591	162	45,791
Norwegian	63	23,817	10	6,888	73	30,705
Danish	46	9,583	6	4,160	52	13,683
German	11	3,042	24	12,102	35	15,144
Russian	22	7,625	...	...	22	7,625
Dutch	6	1,841	2	1,686	8	3,527
Other countries	3	467	1	1,083	4	1,550
Total	240	64,862	246	160,527	486	225,389

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	287	129	107,077	130	107,364
Swedish	158	58,976	92	51,680	250	106,656
Norwegian	73	29,156	36	15,268	109	44,424
Danish	46	9,583	6	4,100	52	13,683
German	11	3,042	24	12,102	35	15,144
Russian	22	7,625	...	...	22	7,625
Dutch	6	1,841	2	1,686	8	3,527
Other countries	3	467	1	1,088	4	1,550
Total	320	105,977	290	192,996	610	298,973

RETURN of Principal Articles of Export from Kalmar during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity	Value.	Quantity.	Value.
Oats	Quarters ...	24,612	£ 22,109	21,870	£ 20,776
Matches	Tons ...	87	3,045	117	4,075
Tar	Gallons ...	...	...	236	13
Machinery	Tons ...	...	...	102	816
Spars	Standards ...	8,615	43,075	6,153	30,565
Deals	" ...	2,123	12,738	2,240	13,440
Boards	" ...	4,640	23,212	4,106	21,146
Fish	Tons ...	...	...	169	8,420
Total	...	...	104,179	...	99,251

RETURN of Principal Articles of Import from Kalmar during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Coals... ..	Tons ...	11,120	£ 8,412	10,469	£ 8,375
Wheat	Quarters ...	62,081	108,641	52,074	104,148
Rye	" ...	18,712	28,065	25,840	37,620
Herrings	Barrels ...	9,817	17,032	5,686	4,109
Fish	Tons ...	...	...	60	1,123
Bacon	" ...	...	...	75	3,520
Coffee	" ...	120	11,210	107	10,066
Sugar	" ...	24	1,192	39	1,810
Petroleum	Gallons ...	97,650	2,123	117,108	2,987
Brandy	" ...	...	...	1,271	396
Wine	" ...	340	102	1,196	374
Tobacco	Tons ...	82	5,365	57½	3,486
Hides	" ...	72	7,114	103	9,975
Salt	" ...	920	810	740	749
Manure	" ...	2,739	7,234	2,698	6,910
Machinery	" ...	...	...	201	2,732
Total	...	...	187,300	...	198,360

RETURN of all Shipping at the Port of Kalmar during the Year 1892.

ENTERED.

Country or Port.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	29	6,448·09	11	4,703·48	40	11,151·57
America ...	...	...	2	2,651·12	2	2,651·12
Bremen ...	...	...	1	487·70	1	487·70
Denmark ...	315	23,012·73	96	28,407·59	410	51,420·32
Finland ...	1	38·56	...	...	1	38·56
France ...	2	287·87	...	...	2	287·87
Hamburg ...	4	384·45	5	1,440·86	9	1,825·31
Holland ...	...	...	3	907·54	3	907·54
Lübeck ...	24	2,175·59	118	41,807·19	142	43,982·78
Mecklenburg ...	13	1,342·38	1	435·33	14	1,777·71
Norway ...	8	468·15	35	13,566·72	43	14,034·87
Pommern ...	38	2,076·39	8	1,710·65	46	3,787·04
Portugal ...	4	974·49	...	...	4	974·49
Prussia ...	2	139·25	5	1,233·04	7	1,372·29
Russia ...	1	69·34	5	1,269·35	6	1,338·69
Schleswig-Holstein ...	53	4,444·19	2	293·66	55	4,742·85
Spain ...	...	...	1	344·74	1	344·74
Total ...	494	41,861·48	292	99,263·97	786	141,125·45

CLEARED.

Country or Port.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	83	15,637·06	16	7,930·06	99	23,567·12
Denmark ...	296	19,713·65	...	...	296	19,713·65
Finland ...	2	419·57	1	580·50	3	1,000·15
France ...	1	145·60	1	560·17	2	705·77
Hamburg ...	9	779·12	5	1,725·88	14	2,505·00
Lübeck ...	33	2,801·77	54	21,412·87	87	24,214·64
Mecklenburg ...	9	824·99	1	131·98	10	956·97
Norway ...	8	472·30	32	12,766·94	40	13,239·24
Pommern ...	13	761·93	3	707·17	21	1,469·10
Prussia ...	8	723·09	6	1,330·82	14	2,053·91
Russia ...	...	...	7	1,801·85	7	1,801·85
Schleswig-Holstein ...	60	4,461·28	4	819·91	64	5,281·19
Total ...	527	46,740·36	130	49,768·23	657	96,508·59

TABLE showing the Total Value of all Articles Exported from and Imported to Kalmar during the Years 1892-91.

	1892.		1891.	
	Exports.	Imports.	Exports.	Imports.
	£	£	£	£
Various.. ..	104,179	187,300	99,251	198,360

RETURN of Principal Articles of Export from Oscarshamn during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Fish, fresh	Cwts. ...	...	...	76	...
Herrings	" ...	...	...	342	...
Oats	" ...	8,445	...	9,460	...
Wood-pulp	" ...	...	...	14,121	...
Granite, unpolished	...	...	12,077	...	4,898
Wood	Standards	21,288	...	21,905	...
Matches	Cwts. ...	2,799	...	2,231	...

RETURN of Principal Articles of Import to Oscarshamn during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wines and spirits	Gallons ...	1,434	...	229	...
Herrings, salted	Cwts. ...	26,262	...	36,911	...
Pork, salted	" ...	416	...	109	...
Manure	" ...	35,617	...	42,334	...
Skins... ..	" ...	1,748	...	1,881	...
Coffee	" ...	636	...	473	...
Oil, mineral... ..	" ...	8,962	...	10,360	...
Machinery	...	...	1,196	...	590
Paper	Cwts. ...	314	...	368	...
Salt	" ...	245	...	231	...
Syrup	" ...	238	...	...	...
Rye	" ...	894	...	132	...
Wheaten flour	" ...	...	...	1,963	...
Coal and coke	Cubic feet	320,090	...	280,748	...
Tobacco	Cwts. ...	1,148	...	1,423	...

RETURN of all Shipping at the Port of Gotland during the Year 1892.

ENTERED.

Nationality,	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	58	1	58
Swedish	168	15,416	19	5,541	187	20,957
Norwegian	10	2,193	...	...	10	2,193
Other countries	24	2,368	2	354	26	2,722
Total	202	19,977	22	5,953	224	25,930
“ for the year preceding	252	24,694	25	7,207	277	31,901

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	58	1	58
Swedish	166	15,113	21	576	187	15,689
Norwegian	9	1,793	...	...	9	1,793
Other countries	23	2,375	2	354	25	2,729
Total	198	19,231	24	988	222	20,269
" for the year preceding	248	22,897	22	6,154	270	29,051

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 7 | 93—H & S 1580)

FOREIGN OFFICE.

1892.

ANNUAL SERIES.

No. 1116.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

SWITZERLAND.

REPORT FOR THE YEAR 1891

ON THE

FINANCES OF SWITZERLAND.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 939.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1892.

Price One Penny.

[C.6855-8]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
996. Galatz	1½d.	1056. Corunna	2½d.
997. Nantes	1½d.	1057. Saigon	1d.
998. Algiers	1d.	1058. Port-au-Prince	1d.
999. Havre	2½d.	1059. Trebizond	1d.
1000. Buenos Ayres	6d.	1060. Barcelona	1½d.
1001. Baltimore	1½d.	1061. Tainan	1d.
1002. Taganrog	1d.	1062. Smyrna	1½d.
1003. Riga	2d.	1063. Old Calabar	½d.
1004. Bordeaux	2½d.	1064. Samoa	½d.
1005. The Hague	1½d.	1065. Tahiti	1d.
1006. Paraguay	1½d.	1066. Chefoo	6d.
1007. Constantinople	1½d.	1067. Gothenburg	2d.
1008. Rome	1d.	1068. Buenos Ayres	1½d.
1009. Mozambique	1d.	1069. Loanda	1½d.
1010. Wenchow	1d.	1070. Guatemala	1d.
1011. Mogador	2½d.	1071. Zanzibar	1d.
1012. Amoy	1d.	1072. Charleston	2½d.
1013. Kiukiang	1d.	1073. Nice	1d.
1014. Stettin	1½d.	1074. Caracas	1d.
1015. Boston	1d.	1075. Lisbon	2d.
1016. Callao	1d.	1076. Calais	2d.
1017. Aleppo	1d.	1077. Rio Grande do Sul	5½d.
1018. Santos	2½d.	1078. Philadelphia	2½d.
1019. Piræus	1d.	1079. Brindisi	2d.
1020. Mogador	1d.	1080. New York	2d.
1021. Adrianople	½d.	1081. San Francisco	1½d.
1022. Tripoli	1d.	1082. Frankfort	4d.
1023. Jerusalem	1d.	1083. Hiogo	1½d.
1024. Odessa	6d.	1084. Tokio	1½d.
1025. Genoa	1½d.	1085. Amsterdam	1d.
1026. Kiungchow	1d.	1086. San Francisco	3d.
1027. Batoum	4½d.	1087. Bangkok	½d.
1028. Buenos Ayres	1d.	1088. Söul	1½d.
1029. Batavia	1d.	1089. Chiengmai	1d.
1030. Santo Domingo	½d.	1090. Copenhagen	½d.
1031. San José	1d.	1091. New Caledonia	½d.
1032. Manila	1½d.	1092. Bushire	2d.
1033. Marseilles	1d.	1093. Tamsui	1d.
1034. Swatow	1d.	1094. Dunkirk	1d.
1035. Paris	1d.	1095. Port Said	1d.
1036. Ichang	5d.	1096. Guatemala	½d.
1037. Pakhoi	1d.	1097. Chungking	9d.
1038. Foochow	1d.	1098. Nagasaki	1d.
1039. Brest	1d.	1099. Constantinople	2d.
1040. Madeira	½d.	1100. Buenos Ayres	½d.
1041. Antwerp	1½d.	1101. Shanghai	2d.
1042. Taganrog	2½d.	1102. Jeddah	½d.
1043. Algiers	2½d.	1103. Chicago	3d.
1044. Hankow	1½d.	1104. Erzeroum	½d.
1045. Nantes	1½d.	1105. Loanda	3d.
1046. Belgrade	2d.	1106. Macao	½d.
1047. Fiume	1d.	1107. Canton	1d.
1048. Wuhu	1d.	1108. Paramaribo	1½d.
1049. Cagliari	1d.	1109. Tunis	1½d.
1050. Erzeroum	1d.	1110. Sofia	3d.
1051. Syra	1d.	1111. Brunei	1½d.
1052. Cherbourg	1d.	1112. Athens	2½d.
1053. Lima	1d.	1113. Alexandria	2d.
1054. Bilbao	1½d.	1114. Vienna	1d.
1055. Cadiz	2d.	1115. Stettin	2½d.

No. 1116.

Reference to previous Report, Annual Series No. 939.

SWITZERLAND.

BERNE.

Mr. Scott to the Marquis of Salisbury.

My Lord,

Berne, August 13, 1892.

I HAVE the honour to transmit to your Lordship herewith a Report on the Finances of Switzerland for the year 1891, which has been drawn up by Mr. Buchanan, Second Secretary to Her Majesty's Legation.

I have, &c.

(Signed) CHARLES S. SCOTT.

Report on the Finances of Switzerland for the Year 1891.

ABSTRACT of Contents.

	PAGE
Reference to report for 1890	2
The estimates for 1891	2
Revenue and expenditure	2
Amount of deficit	2
Sources of revenue and heads of expenditure	3-5
Net revenue and actual cost of the Federal Administration	5
No direct taxes levied by the Confederation	6
Customs receipts	6
Revenue of 1891 compared with that of 1890	6
Comparison of the customs receipts of 1891 and 1890	6
" " expenditure in 1891 with that in 1890	6
Estimates for 1892	7
Extraordinary military expenditure	7
Cost of the new fortifications at St. Maurice	7
Financial outlook	7
Increased customs receipts under the new tariff	7
Federal alcohol monopoly	8
Its objects	8
Receipts for 1891	8
Expenditure for 1891	9
Its business relations with foreign firms	9
Experiments in distillation	9
Rate of alcoholic consumption	9
(1894)	A 2

ABSTRACT of Contents—continued.

	Page
Proposal to create other State monopolies	9
Federal bank note monopoly	9
Value of bank notes issued by Cantonal banks	10
Amount of metallic reserve	10
Nationalisation of railways	10
Shares held by Confederation in the Jura-Simplon Railway.. .. .	10
Proposed purchase of Central Railway rejected by Referendum	10
Cantonal taxation	10
Total revenue, expenditure, and debt of cantons in 1890	10
Financial status of the Swiss communes	11
Dual character of the communes	11

Reference to
report for
1890.

The report furnished last year by Her Majesty's Legation on the finances of Switzerland described in detail the various sources of revenue at the disposal of the Confederation, as well as the expenditure which the administration of the Federal Government entails on the country. In the present report, therefore, little more can be done than to compare the revenue and expenditure of 1891 with that of 1890.

The estimates
for 1891.

The Budget for the year estimated the total revenue at 2,625,520*l.*, and the total expenditure at 3,141,092*l.*, thus leaving a deficit of 515,572*l.*, which was subsequently increased to 655,200*l.* by the supplementary credits voted by the Federal Assembly.

Revenue and
expenditure.

The actual revenue for the year, however, amounted to 2,761,677*l.*, being an increase of 136,157*l.* on the estimates, of which amount 122,160*l.* were derived from increased customs receipts.

Expenditure, on the other hand, was reduced to 2,920,481*l.*, a saving of 26,000*l.* being effected in the administration of the post-office, while 29,240*l.* on account of public works, 246,160*l.* on account of the manufacture of the new magazine rifle, and 34,800*l.* for the fortifications on the St. Gothard were not expended during the year.

Amount of
deficit.

The deficit, therefore, after deducting the sum of 37,314*l.* carried forward on account of surplus revenue in 1890, is reduced to 121,490*l.* This result, however, is only obtained by postponing expenditure to the amount of 310,000*l.* from the past to the present year, so that, if this sum were included, the real deficit would figure at 431,690*l.*

Sources of
revenue and
heads of
expenditure.

The following tables give a summary of the gross receipts and expenditure of the Federal Administration for the year 1891:—

REVENUE.

Cate- gories.	Description.	Amount.	
		Sterling.	Sterling.
I.	Income derived from property belonging to the Confederation—	£	£
	<i>a.</i> Real property—of which the capital value is estimated at 356,360 <i>l.</i> ..	..	13,454
	<i>b.</i> Capital—amounting to 2,024,435 <i>l.</i> invested in home and foreign securities	..	34,389
	And to 393,387 <i>l.</i> invested in productive Government works ..	..	15,735
II.	Receipts of the various Departments—		
	<i>a.</i> Federal Chancery	..	596
	<i>b.</i> „ Tribunal	..	504
	<i>c.</i> Foreign Office	..	9,050
	<i>d.</i> Justice and Police	..	40
	<i>e.</i> War Office—		
	<i>i.</i> Half of the produce of tax for exemption from military service. :	55,518	
	<i>ii.</i> Powder monopoly	49,510	
	<i>iii.</i> Sale of cavalry horses	16,575	
	<i>iv.</i> Military workshops	496	
	<i>v.</i> Various	3,420	
			125,519
	<i>f.</i> Finance—		
	<i>i.</i> Import duties	1,244,562	
	<i>ii.</i> Export „	4,450	
	<i>iii.</i> Warehousing, fines, and other receipts from customs	12,721	
	<i>iv.</i> Administration of mint	99,299	
			1,361,032
	<i>g.</i> Trade and agriculture	..	6,823
	<i>h.</i> Railways, post and telegraphs—		
	<i>i.</i> Railways	3,580	
	<i>ii.</i> Post	1,014,860	
	<i>iii.</i> Telegraphs	175,512	
			1,193,962
III.	Incidental receipts	..	478
	Grand total	..	2,761,677

EXPENDITURE—continued.

Categories.	Description.	Amount.	
		Sterling.	Sterling.
III.	Departments of Government—continued—	£	£
	h. Railways, post and telegraphs		
	i. Railways	8,380	
	ii. Post	947,384	
	iii. Telegraphs	141,089	
			1,096,853
IV.	Incidental expenses	..	1,443
	Grand total	..	2,920,481

A comparison of the above returns gives us the following results as regards the net revenue of the Confederation and the actual cost of the various departments of the Government after deducting the amount of the receipts obtained by each of them individually from certain branches of their Administration:—

Net revenue
and actual
cost of
the Federal
Adminis-
tration.

NET REVENUE.

Description.	Amount.
	£
Interest on the fortune and property of the Confederation..	63,578
Tax for exemption from military service	55,518
Customs	1,146,913
Post	67,476
Telegraphs	34,423
Total	1,367,908

EXPENSES OF THE GENERAL ADMINISTRATION.

Description.	Amount.
	£
Interest on Federal Debt	106,064
Federal Council, Assembly, Tribunal, and Chancery ..	35,242
Army	938,178
Public works	259,425
Grants to educational and scientific institutions, &c... ..	47,567
Technical education	15,969
Encouragement of agriculture.. .. .	38,512
Government Departments and other incidents of expenditure not included in any of the above	85,757
Total	1,526,714

No direct
taxes levied
by the Con-
federation.

The Confederation has no power to levy any direct tax, and its chief source of revenue is, as will have been seen, derived from the customs. The tax for exemption from military service is levied through the cantons, the proceeds being divided equally between them and the Confederation.

Customs
receipts.

The following are among the principal imports from which the customs revenue is derived :—

Description.	Amount of Duties Paid.
	£
Wine in casks	180,540
Sugar	147,500
Alcohol in casks	64,040
Cereals	55,800
Wrought iron	51,270
Raw tobacco	41,360
Cattle	34,500
Woollen tissues	31,440
Petroleum	25,190
Flour	20,910
Cotton textiles	17,620

The revenue
of 1891
compared
with that of
1890.

Comparing the total revenue of 1891 with that of the preceding year, we find an increase of 56,827*l*. The receipts of the post-office were larger by 47,860*l*., those of the customs by 11,400*l*., and those of the powder monopoly by 9,400*l*., while the receipts of the mint fell off by 11,600*l*.

Comparison
of the customs
receipts of
1891 and
1890.

A comparison of the customs returns for the two years shows an increase of receipts under the following headings :—

Description.	Amount of Increase.
	£
Wine in casks	26,700
Alcohol in casks	8,080
Wrought iron	5,300
Cereals	2,260
Flour	1,730
Petroleum	1,530

On the other hand, the yield of the duties on sugar decreased by 2,300*l*., on cattle by 9,000*l*., and on raw tobacco by 47,940*l*. The decrease in the amount yielded by the sugar and tobacco duties was owing to an unusually large importation of these articles in 1890.

Comparison of
the expendi-
ture of 1891
with 1890.

The total expenditure during the year was greater by 252,946*l*. than in the preceding year. There was an increased outlay of 145,000*l*. on the army, chiefly on account of arms and ammunition, while the cost of the administration of the post-office increased by 71,000*l*., owing in great measure to the fact that the Railway Act of 1890, by reducing the hours of employ-

ment of those engaged on railway and other transport services, has necessitated a considerable addition to its staff.

As regards the financial prospects of the current year, the Budget voted last December estimated the revenue at 2,762,000*l.*, an increase of 323*l.* on that of 1891, and the expenditure at 3,291,280*l.*, an increase of 370,799*l.* The deficit of 529,280*l.* includes 262,144*l.* for the new rifle, 144,000*l.* for ammunition for it, and 80,000*l.* for the St. Gothard fortifications, thus making a total of 486,144*l.* on account of extraordinary military expenditure, while there will remain an ordinary deficit of 78,400*l.* The large deficits which have for the last three years marked each successive Budget will, it is hoped, no longer appear after the end of the present year. By that time the extraordinary military expenditure will have been completed, while the deficits which it has caused will have been covered by the loan of 1,000,000*l.* raised for the purpose in 1889. There will, however, still remain certain rather heavy items of military expenditure. From the commencement of 1893 the necessary purchases of arms for the annual contingent of recruits, which have been suspended during the introduction of the new rifle, will have to be resumed, and will entail an annual outlay of 32,000*l.*, while for the period between 1893 and 1917 the amortisation of the 1889 loan will necessitate an annual increase of expenditure to the amount of 40,000*l.*

The fortifications about to be constructed at St. Maurice in order to guard against any attempt which might, in the event of future complications, be made either on the French or on the Italian side to force a passage through the Valais, are to cost 84,000*l.*, while the proposed completion of the fortifications of the Rhone Valley by the erection of defensive works at Martigny, will, if carried out, entail considerable additional expenditure.

An augmentation of expenditure will also be occasioned when the measure for compulsory insurance against accidents and sickness is finally adopted, while the claims of the cantons for subventions on account of public works, technical education, and the encouragement of agriculture become every year more pressing.

In submitting the estimates for the current year the Federal Council referred to these various items of prospective expenditure, and pointed out the necessity of either restricting further expenditure or of creating fresh sources of supply. This warning note as to the future was doubtless intended to discourage further claims for subventions on the part of the cantons, for, in spite of the outlay on its army, the resources at present at the disposal of the Confederation ought to prove sufficient for its requirements in ordinary years. During the past year, in which the expenditure on the St. Gothard fortifications and the magazine rifle amounted to over 100,000*l.*, the total cost of the army was but 938,178*l.*, while the only other heavy item of expenditure was 259,425*l.* on account of public works.

The net receipts from customs amounted, on the other hand, to 1,146,913*l.*, and the higher duties of the new tariff will probably produce 160,000*l.*, or 180,000*l.* more, as the returns for the first

Estimates for 1892.

Extraordinary military expenditure.

Cost of the new fortifications at St. Maurice.

Financial outlook.

Increased customs receipts under the new tariff.

half of the current year show an increase of over 90,000*l.* on those for the first six months of 1891. In the event, however, of the Federal revenue falling short of the amount required by the Government, a considerable field of retrenchment can be found in the domain of public works, which are at present carried out on a scale somewhat out of proportion to the resources of the country. Should, therefore, no unforeseen cause of expenditure arise, it is not probable that there will be any occasion to create fresh sources of supply.

Federal
alcohol
monopoly.

The Federal alcohol monopoly, though under the control and management of the Federal Government, does not contribute towards the Federal revenue. The proceeds of its administration are divided among the cantons in proportion to their population, and they are bound in return to expend a tenth part of the money thus received in combating the causes and effects of alcoholism.

Its objects.

As has already been pointed out in previous reports, the monopoly was created with the triple object of providing a fiscal revenue, of diminishing the consumption of alcohol, and of ensuring the purity of the spirits consumed in the country. The report of its administration for 1891 shows an increase of receipts to the amount of 2,460*l.* on the preceding year. The receipts were made up as follows:—

Receipts for
1891.

RECEIPTS.

Description.	Amount.
	£
Balance from 1890	60
Sale of "trois-six" and raw spirit for drinking purposes ..	471,934
Sale of denaturalised spirit for industrial purposes ..	67,668
Produce of tax levied by the Régie on all manufactured spirit imported privately, and on articles containing spirit or ingredients for its manufacture.. ..	32,893
Sale of casks	3,047
Various	3,320
Total	578,922

Expenditure
in 1891.

The expenditure, on the other hand, was 29,406*l.* greater than in 1890, and amounted to 338,382*l.*

EXPENDITURE.

Description.	Amount.
	£
Amortisation of debt	23,600
Interest on debt.	7,434
Cost of the central office .. .	5,041
Purchase of "trois-six" and raw material from abroad ..	144,809
" " " " " of native origin ..	62,617
Purchase of spirit for denaturalisation .. .	62,203
Drawbacks on spirit contained in articles exported ..	8,420
Cost of transport .. .	7,956
Cost of warehousing .. .	5,559
Various .. .	10,743
Total .. .	338,382

This increased expenditure was due to the fact that the supplies required by the Régie for the year 1892 necessitated the purchase from abroad of a larger quantity than usual of "trois-six" and raw spirit, at a time when the price of these articles had risen, owing to the pooriness of the potato crop and to the bad harvest which had been general throughout Europe.

The Régie has business relations with 56 foreign firms in Germany, Austria-Hungary, Italy, Denmark, and North America. During the course of the past year its director and chemist visited 16 of these establishments in order to study their technical capacities and to confer with their managers as to the best means of ensuring and of testing the standard of purity required by the Régie in all spirits which it imports from abroad. The results of these visits are said to have been highly satisfactory, as the analysis of the alcohol subsequently supplied by two of the firms thus visited showed an improvement of from 40 per cent. to 60 per cent.

Experiments made during the year in distillation from bananas are reported to have yielded good results, and it is intended this year to test the effects of various antiseptics, especially of fluoric acid, as agents for promoting fermentation.

As regards the rate of alcoholic consumption in Switzerland there is nothing to add to last year's report. It has remained more or less stationary for the past two years, and may be roughly estimated at about six litres per head of population, being a decrease of nearly four litres since the year 1885.

Proposals for the creation of State monopolies of tobacco, for the manufacture of lucifer matches, and for the utilisation of the water power of the country for industrial purposes continue to occupy public attention, but have not as yet been brought before the Federal Assembly. Last year, however, a Bill for the creation of a Federal monopoly for the issue of bank notes was passed by the two Chambers and accepted by the people at the Referendum. Two-thirds of the profits which it may eventually

Its business relations with foreign firms.

Experiments in distillation from bananas.

Rate of alcoholic consumption.

Proposal to create other State monopolies.

Federal bank note monopoly.

yield are to be divided among the cantons, while the remaining third is to be paid into the Federal treasury. The question, however, as to whether the bank to be created is to partake of the character of a State bank or of a private bank under State control has still to be decided before any practical effect can be given to this decision.

Value of bank notes at present issued by the different cantonal banks.

Bank notes to the value of 7,000,000*l.* are at present issued by 34 different cantonal banks. That of Zürich heads the list with an issue of 864,000*l.*; then come the Geneva and Bâle Banks, each with an issue of 800,000*l.*, and the Bank of Berne with an issue of 600,000*l.* Two banks of the canton of Fribourg have an issue of only 40,000*l.* and 30,000*l.* respectively, but their notes have but little circulation.

Amount of metallic reserve.

40 per cent. of the notes issued must always be covered by a metallic reserve. This reserve amounts at present to 3,520,000*l.*, of which 2,680,000*l.* are in gold and 840,000*l.* in silver.

Nationalisation railways.

Reference was made in last year's report to the steps taken in the direction of the nationalisation of Swiss railways. The number of privileged shares of the Jura-Simplon Railway at present held by the Confederation is 77,090, and the interest derived from them, as well as from the still unemployed portion of the 1890 railway loan of 2,773,200*l.*, amounted last year to 92,824*l.*, while the interest on the debt and other contingent expenses came to 88,146*l.* There thus remained a surplus of 4,678*l.*, being 2,385*l.* less than in 1890, to be placed to the credit of the sinking fund. The surplus for the current year will probably be still further reduced, as, in consequence of certain extraordinary expenses, the company is not likely to be in a position to continue to pay a dividend of $4\frac{1}{2}$ per cent. on these shares.

Proposed purchase of the Central Railway rejected last year on submission to the Referendum.

The proposed purchase of the Central Railway was, on submission to the Referendum at the end of last year, rejected by an overwhelming majority. This popular veto of a measure that had been adopted by the Federal Assembly is, however, considered as levelled rather against the mode of purchase hitherto adopted by the Confederation than against the principle of State purchase itself. The advocates of this policy are far from being disconcerted by what they regard as a mere temporary check, and look forward to its eventual realisation in a form which may prove more acceptable to the people than that in which it was originally presented to them.

Cantonal taxation.

It would require too much space to review the financial administration of all the 25 sovereign cantons, and, as the general principles of cantonal taxation as applied in the canton of Vaud, were fully explained in last year's report, it will be sufficient this year to give the latest statistics of the total revenue, expenditure, and debt of the cantons.

Total revenue, expenditure, and debt of the cantons in 1890.

Their combined revenue in the year 1890 amounted to 3,166,080*l.*, and their expenditure to 3,207,120*l.*, as against 3,155,280*l.* revenue and 3,146,000*l.* expenditure in 1889. The average rate of cantonal expenditure amounted to 1*l.* 1*s.* 10*d.* per

head of population, while the rate of Federal expenditure was 18s. 9d. The rate of expenditure was highest in the cantons of Bâle-Ville, Geneva, Berne, and Zürich, being 3l. 8s. 4d., 2l. 3s. 4d., 1l. 12s. 9d., and 1l. 6s. 8d. respectively, while in the half canton of Appenzell-ausser-Rhoden it was as low as 5s. 10d.

The combined debts of the cantons amounted in the same year to 10,379,320l., as against 11,137,400l. in 1889. The canton of Berne has a debt of 2,031,560l., the canton of Zürich of 1,216,480l., while the cantons of Bâle-Campagne, Schaffhausen, and Appenzell-ausser-Rhoden are entirely free from debt.

The dissimilarity of the financial status of Swiss communes, to which reference was made last year, is well illustrated by statistics which have now been collected for the first time in regard to the finances of the more important Swiss communes with over 3,000 inhabitants. Financial status of Swiss communes.

The first in importance is the commune of Berne, credited with property to the value of 1,363,080l., and with a debt of 497,070l., while among the other 85 communes, of which returns are published, may be mentioned:—

Communes.	Value of Property.	Amount of Debt.
	£	£
Geneva	1,473,584	846,000
Lausanne	455,106	237,110
Zürich	267,566	1,150,600
Lucerne	409,876	170,041
Neuchâtel	382,680	301,680
Solothurn	362,415	27,560
Schaffhausen	293,290	50,308
Winterthur	30,919	604,329

Many of the communes, like Berne, possess a double individuality, being composed of what is called the "Burger Gemeinde," or commune of the Burghers, who are entitled to a share in the communal property, and that of the inhabitants generally who form the municipality. In the above returns no distinction is made between the property of the "Burger Gemeinde" and any general municipal funds. On the other hand, with the exception of Lausanne, which has no municipality, and of Berne, where three-fifths of the total debt concern the "Burger Gemeinde" exclusively, all the debts have been contracted by the different municipalities for general purposes. It will have been seen from the above returns how immensely the rate of communal taxation must vary in different parts of the country, and what heavy calls are sometimes made on the Swiss citizen by his commune and his canton, while to the Confederation he has to pay the personal tax of compulsory military service. Dual character of the communes.

LONDON:

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 9 | 92—H & S 1394)

FOREIGN OFFICE.
1892.
ANNUAL SERIES.

No. 1129.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

SWITZERLAND.

REPORT FOR THE YEAR 1891
ON THE
TRADE AND AGRICULTURE OF SWITZERLAND.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 967.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
82, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAPTON STREET, DUBLIN.

1892.

[G. 6812 c.]

Price Three Halfpence.

[C. 6855 16]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's
Diplomatic and Consular Officers at the following places, and may be
obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1009. Mozambique	1d.	1069. Loanda	1½d.
1010. Wenchow	1d.	1070. Guatemala	1d.
1011. Mogador	2½d.	1071. Zanzibar	1d.
1012. Amoy	1d.	1072. Charleston	2½d.
1013. Kiukiang	1d.	1073. Nice	1d.
1014. Stettin	1½d.	1074. Caracas	1d.
1015. Boston	1d.	1075. Lisbon	2d.
1016. Callao	1d.	1076. Calais	2d.
1017. Aleppo	1d.	1077. Rio Grande do Sul	5½d.
1018. Santos	2½d.	1078. Philadelphia	2½d.
1019. Piræus	1d.	1079. Brindisi	2d.
1020. Mogador	1d.	1080. New York	2d.
1021. Adrianople	½d.	1081. San Francisco	1½d.
1022. Tripoli	1d.	1082. Frankfort	4d.
1023. Jerusalem	1d.	1083. Hiogo	1½d.
1024. Odessa	6d.	1084. Tokio	1½d.
1025. Genoa	1½d.	1085. Amsterdam	1d.
1026. Kiungchow	1d.	1086. San Francisco	3d.
1027. Batoum	4½d.	1087. Bangkok	½d.
1028. Buenos Ayres	1d.	1088. Söul	1½d.
1029. Batavia	1d.	1089. Chiengmai	1d.
1030. Santo Domingo	½d.	1090. Copenhagen	½d.
1031. San José	1d.	1091. New Caledonia	½d.
1032. Manila	1½d.	1092. Bushire	2d.
1033. Marseilles	1d.	1093. Tamsui	1d.
1034. Swatow	1d.	1094. Dunkirk	1d.
1035. Paris	1d.	1095. Port Said	1d.
1036. Ichang	5d.	1096. Guatemala	½d.
1037. Pakhoi	1d.	1097. Chungking	9d.
1038. Foochow	1d.	1098. Nagasaki	1d.
1039. Brest	1d.	1099. Constantinople	2d.
1040. Madeira	½d.	1100. Buenos Ayres	½d.
1041. Antwerp	1½d.	1101. Shanghai	2d.
1042. Taganrog	2½d.	1102. Jeddah	½d.
1043. Algiers	2½d.	1103. Chicago	3d.
1044. Hankow	1½d.	1104. Erzeroum	½d.
1045. Nantes	1½d.	1105. Loanda	3d.
1046. Belgrade	2d.	1106. Macao	½d.
1047. Fiume	1d.	1107. Canton	1d.
1048. Wuhu	1d.	1108. Paramaribo	1½d.
1049. Cagliari	1d.	1109. Tunis	1½d.
1050. Erzeroum	1d.	1110. Sofia	3d.
1051. Syra	1d.	1111. Brunei	1½d.
1052. Cherbourg	1d.	1112. Athens	2½d.
1053. Lima	1d.	1113. Alexandria	2d.
1054. Bilbao	1½d.	1114. Vienna	1d.
1055. Cadiz	2d.	1115. Stettin	2½d.
1056. Corunna	2½d.	1116. Berne	1d.
1057. Saigon	1d.	1117. Palermo	2½d.
1058. Port-au-Prince	1d.	1118. Tokio	1½d.
1059. Trebizond	1d.	1119. St. Petersburg	3d.
1060. Barcelona	1½d.	1120. Teneriffe	1d.
1061. Tainan	1d.	1121. Damascus	1d.
1062. Smyrna	1½d.	1122. Naples	2d.
1063. Old Calabar	½d.	1123. Hakodate	1d.
1064. Samoa	½d.	1124. Montevideo	2½d.
1065. Tahiti	1d.	1125. Stockholm	1½d.
1066. Chefoo	6d.	1126. Dantzic	2d.
1067. Gothenburg	2d.	1127. The Hague	1½d.
1068. Buenos Ayres	1½d.	1128. Odessa	1d.

No. 1129.

Reference to previous Report, Annual Series No. 967.

SWITZERLAND.

BERNE.

Mr. Scott to the Earl of Rosebery.

My Lord,

Berne, October 3, 1892.

I HAVE the honour to enclose, herewith, a Report which has been carefully prepared by Mr. Buchanan, Second Secretary to Her Majesty's Legation, on the Commerce, Industry and Agriculture of Switzerland for the year 1891.

I venture to call special attention to the interesting information which Mr. Buchanan has collected respecting the working and results of the Co-operative Unions, recently started in this country, for Improving the Breed and Production of Cattle, which I cannot help thinking may be of some service to authorities interested in fostering local industries, especially in Ireland.

I have, &c.

(Signed) CHARLES S. SCOTT.

*Report for the Year 1891 on the Trade and Agriculture of
Switzerland.*

ABSTRACT of Contents.

	PAGE
General character of trade during the year	2
Value of imports and exports	2
Fall in prices and other causes of depression	2
Returns of the cattle trade	3
Contagious diseases in cattle	4
Yield of harvest and importation of cereals	5-6
The milk and cheese industries	6
Condition of the agricultural classes	6-7
Milk the chief source of their wealth—the importance of maintaining it at a good price and of putting it to the most profitable use	7-8
Co-operative Cattle Breeding Associations—their origin, organisation, and success	8-10
Loan banks for advancing the purchase-money of cows	10-11
Importation of articles of food	11
(1416)	A 2

ABSTRACT of Contents—continued.

	PAGE
Returns of the wine and spirit trade	11
Textile industries	12
Silk trade	12-13
Cotton „	13-14
Woollen and linen trade	14-15
“Confections”	15
Watchmaking	15-16
Creation of commercial schools in watchmaking centres	16
Machinery	17
Iron, coal, and petroleum	17-18
Returns of trade with foreign countries	18
„ „ Great Britain	19
Conclusion of commercial treaties	19-20

General
character of
the year.

The year 1891 cannot be said to have been one of commercial prosperity for this country. To the majority of Swiss industries it proved unsatisfactory; to some it brought losses and almost ruin; while it will be remembered but by few as a really good business year. The exceptionally long winter had absorbed the savings of small incomes and prejudiced the sale of spring materials and specialities, while a wet summer destroyed the hopes of the agriculturists and inflicted serious loss on all engaged in the important “Fremden Industrie.” The harvest was bad; rain interfered with the haymaking, and did extensive damage to the potato crop, on which the Swiss peasants depend to so great an extent for food. The vintage and the fruit crop were also below the average. Cattle breeding, on the other hand, proved an exception to the general depression which marked the other branches of agriculture, and good prices were obtained from abroad for cattle of the best Swiss breeds.

Trade and industries generally suffered in consequence of the diminished demand for goods in the home market, while the effect of the McKinley tariff and the over-production of 1889 told heavily against them in their dealings with foreign countries.

Value of
imports and
exports.

The value of the imports, exclusive of specie and of the transit trade, amounted to 37,295,645*l.*, a decrease of 875,285*l.* on 1890, and that of the exports to 26,874,677*l.*, a decrease of 1,237,842*l.*; while, if the transit trade and specie—of which 1,994,208*l.* were imported and 1,279,587*l.* exported—be included, the total value of the general trade of the country was 57,798,369*l.* for imports and 47,465,339*l.* for exports.

General fall
in prices.

Although, however, the value of the imports thus decreased by over 875,000*l.*, the actual amount of goods imported was not far below that of the preceding year. The decreased value resulting from the general fall in prices was as follows in the undermentioned classes of goods imported:—

NOTE.—The quintal—the measure used by the Federal Customs Department and quoted in the present Report—is equal to 100 kilos., or 224 lbs.

	£
Raw silk	730,000
Cotton wool	193,000
Raw	64,000
Iron	101,000
Wine	268,000
Vegetables	54,000

Depression of trade in the watchmaking and cotton industries caused a decrease of 400,000*l.* in the importation of gold, and of 130,000*l.* in that of cotton, while the value of the cattle imported fell off by 500,000*l.*, and that of tobacco by 200,000*l.* Causes of depression in certain industries.

On the other hand, the importation of wheat increased by 464,000*l.*, of flour by 71,000*l.*, of potatoes by 32,500*l.*, and of alcohol by 30,000*l.*

As regards the export trade, the McKinley tariff was chiefly responsible for the diminution of over 439,000*l.* in the value of the exports to the United States. The political and financial confusion existing in the South American Republics accounted for the great reduction in the value of the goods exported to those countries, while business with the east was seriously prejudiced by the depreciation of silver.

The exports to Great Britain, however, increased by over 250,000*l.*, and those to Spain, the Balkan States, Asia Minor, Dutch India, and Australia made steady progress.

The embroidery industry of Eastern Switzerland suffered the most from the effects of the McKinley tariff, the single article "trimmings—insertions" showing a falling-off of 470,000*l.* in the value of its exports. The Basle "chappe" and ribbon industries were also seriously affected, the value of the goods exported by the former decreasing by 360,000*l.*, and by the latter by 92,000*l.*

As has been pointed out in previous reports, the cheese industry and cattle breeding are the most important branches of agriculture.

During the past year 255,816 animals of all kinds, of a total value of 1,934,262*l.*, being 505,977*l.* less than in 1890, were imported into Switzerland, while 60,481, valuing 593,216*l.*—a decrease of 56,224*l.*—were exported. Returns of the cattle trade.

The following table gives the number of head and value of the more important branches of this trade:—

IMPORTED.

Description.	Number of Head.	Value.	Difference with 1890.
		£	£
Bulls, oxen for slaughter.	40,799	866,376	— 115,082
„ „ „ farming purposes	6,117	118,836	— 31,516
Cows, heifers for slaughter	2,824	85,402	— 65,548
„ „ „ farming purposes	10,400	149,507	— 60,493
Young cattle	24,472	122,267	— 9,761
Pigs	86,296	324,662	— 224,811
Sheep and goats	70,031	87,212	— 6,288

EXPORTED.

Description.	Number of Head.	Value.	Difference with 1890.
		£	£
Bulls, oxen for slaughter.. ..	522	8,493	— 13,095
" " farming purposes	1,489	34,206	— 13,620
Cows, heifers for slaughter	7,064	110,056	— 19,944
" " farming purposes	15,376	273,108	+ 11,485
Young cattle	23,149	88,768	— 20,573
Pigs	3,465	4,340	— 3,092
Sheep and goats	5,640	4,845	+ 815

Importation
of fresh and
preserved
meat.

Fresh meat to the value of 78,762*l.*—being 17,532*l.* more than in 1890—was imported from France and Germany, and smoked, salted, and tinned meat, chiefly from America, was imported to the value of 108,877*l.*, an increase of 12,505*l.* on the preceding year.

Austria, Hungary, France, and Italy supplied the greater number of the cattle imported for slaughter, while those imported from Germany were chiefly used for farming purposes.

Contagious
diseases in
cattle.

There was a large increase during the year in the cases of contagious diseases in cattle. The cases of foot and mouth disease increased from 13,492 in the preceding year to 28,439, and other diseases showed also a considerable increase, especially swine fever ("rouget du porc"), the number of cases being 1,178, as against 733 in 1890. The cases of pleuro-pneumonia, on the other hand, fell from 47 to 9. The spread of foot and mouth disease was attributed to the frequent importation of diseased cattle from Austria-Hungary and Italy, owing to the defective application of the quarantine regulations at the frontier custom houses, and in the month of March the Government was obliged to close its frontiers to the importation of cattle for farming purposes, while stringent regulations were laid down respecting the importation of those destined for slaughter. The effect of these precautionary measures proved most salutary, and the interdiction was eventually raised for French and German cattle, though it remained in force till the end of the year against cattle imported from Austria-Hungary and Italy.

Encourage-
ment of
agriculture
and cattle
breeding.

The grants accorded by the Confederation during the year for the encouragement of cattle breeding amounted to 7,640*l.*, while the cantons contributed about 10,000*l.* to the same object. A further sum of 23,474*l.* was expended by the Confederation in grants to horticultural schools, dairy schools, and towards the encouragement of agriculture, and 7,400*l.* were contributed towards the encouragement of horse breeding.

Yield of
harvest.

The harvest last year was considerably below the average, the total yield being:—

Articles.	Quantity.	
	1891.	Difference with 1890.
	Quintals.	Quintals.
Wheat	645,000	— 455,000
Rye	300,000	— 200,000
Oats	800,000	+ 690,000
Maize and barley	250,000	The same.

The total yield was thus 1,995,000 quintals, of which the estimated value was 1,600,000*l.*, as against 1,800,000*l.* in 1890.

The long and severe winter caused great damage to the wheat and rye crops, which had in many parts of the country to be ploughed up in the spring and replaced by oats. In May and June the weather was favourable, but the frequent storms of July and August did much damage, and the quality of the grain was, as a rule, very inferior. The potato crop was bad, both as regards quality and quantity, and the importation of breadstuffs will probably be greater in consequence during the current year.

The importation of cereals was as follows:—

Importations
of cereals.

Articles.	Quantity.	Difference with 1890.	Value.	Difference with 1890.
	Quintals.	Quintals.	£	£
Wheat	3,427,717	+ 125,275	3,496,271	+ 464,809
Rye	31,992	— 13,367	23,001	— 6,030
Oats	554,551	+ 71,090	421,659	+ 58,791
Barley	135,504	— 8,369	130,081	— 10,719
Maize	346,019	— 3,059	256,054	+ 17,373
Flour	257,869	+ 47,692	379,665	+ 71,276
Malt	270,578	+ 37,641	341,357	+ 47,856
Total	5,024,230	+ 256,903	5,048,088	+ 643,355

Of the wheat imported Russia supplied about 2,225,000 quintals; Austria-Hungary, 882,000 quintals; Roumania, 300,000 quintals; and America the rest.

The price of wheat was lowest in January, when best Hungarian, Roumanian, and Russian was quoted at 24 fr. per quintal, while in the middle of the year best Hungarian advanced to 30 fr., and Russian to 28 fr. per quintal. The average price throughout the year was 27 fr. to 27 fr. 50 c., as against 23 fr. 50 c. to 24 fr. 50 c. in 1890. The price of rye was relatively high, varying from 19 fr. to 22 fr. The poorness of the American maize harvest of 1890 caused its price to rise from 16 fr. to 17 fr. in January to 21 fr. to 22 fr. in June. Oats maintained a good price throughout the year.

The chief feature in the corn trade was the large importation (1416)

Average price
of corn.
Large
importation.
A 4

of wheat from Russia. of Russian wheat, which far exceeded that of any previous year.

At the close of the year the stock of cereals of all kinds stored in the principal granaries throughout the country amounted to 768,000 quintals, as against 528,000 quintals at the end of 1890.

Returns of the milk industry. The rise in the price of milk caused increased activity in all branches of the milk industry. Butter to the amount of 43,983*l.*, or 19,190% more than in 1890, was exported chiefly to France, while the value of the condensed milk exported rose to 594,236*l.*, an increase of 64,440%. Of this amount Great Britain took 509,325*l.*, or 59,060% more than in 1890.

Cheese industry. The value of the cheese exported also increased by 16,268*l.*, amounting to 1,544,555*l.*, although the actual quantity exported was less than in the preceding year. Considerable prejudice is, it is said, being caused to the Swiss cheese industry by the fact that the efforts of the manufacturers are directed to the production of the greatest possible quantity rather than to the maintenance of that high standard of excellence to which the Gruyère and Emmenthal cheeses owe their reputation abroad. The ultimate results of such a policy cannot fail to be disastrous, and steps are being taken to bring its shortsightedness home to the minds of the manufacturers. The protective tariffs now in force in most of the neighbouring countries having encouraged foreign imitations of the inferior sorts of Swiss cheeses, the demand for these latter is gradually falling off. It is, therefore, of the utmost importance that the Emmenthal and Gruyère cheeses should not, through any want of care in their preparation, lose the superior quality and flavour which have hitherto secured them a monopoly in nearly all foreign markets.

Foreign duties on Swiss cheese. The question of the import duties levied by foreign countries on cheese naturally engaged the serious attention of the Swiss delegates during the recent commercial negotiations. They were eventually successful in reducing the German duty from 1*l.* to 15*s.* per quintal, and in resisting all attempts to raise the duties levied by Austria and Italy. It is confidently hoped that the best Swiss cheeses will maintain their position in the German and Austrian markets, and that Italy will continue to be a good customer in spite of the increasing manufacture of her cheap native cheeses. The importation to France, which last year amounted to over 438,000*l.*, will be seriously affected by the high rates of the new tariff, and it remains to be seen whether even the slight reduction conceded by the recently concluded commercial arrangement with that country will be ratified by the French Chambers.

Condition of the agricultural class in Switzerland. The question of the condition of the agricultural class in this country has of late years attracted much attention, and has even excited a certain feeling of uneasiness. The number of emigrants from the agricultural districts has for some time past been steadily increasing, while the indebtedness of the peasant proprietors throughout the country has assumed very serious pro-

portions. The report forwarded by Her Majesty's Legation on this subject in the year 1890 explained how the peasant proprietor is often forced to exhaust his resources and credit in order to enter into possession of his holding, and how he has consequently to commence farming without a proper working capital or reserve fund. Of a naturally conservative disposition he is loath to abandon that branch of agriculture to which he and his fathers before him have been trained, and he continues the cultivation of cereals in spite of the foreign competition which makes it every year less profitable to him. Unless, therefore, he is able to supplement the modest income which he extracts from his small holding by the practice of some house industry, he is too often driven to seek a livelihood in some industrial centre at home or to emigrate to South America.

In the year 1888 an experiment was tried in the vicinity of the town of Berne with the object of improving the condition of small peasant proprietors by enabling them to turn their attention to a branch of agriculture which had previously been beyond their means. The example then set has since been followed, not only in other districts of the canton of Berne but also in several of the other agricultural cantons, so that an account of its operations may not be out of place in a report on Swiss agriculture.

Initiative taken in the canton of Berne to improve the condition of the small peasant proprietors.

The initiative in the original movement was taken by M. de Wattenwyl, a large landed proprietor of the canton, and a recognised authority on all agricultural matters. In a series of pamphlets on the subject of recent agricultural depression, its causes and its possible remedies, he directed public attention to the fact that as milk constitutes the principal source of the peasants' wealth it is only by raising its price above its present very low figure that the material condition of the agricultural class can really be improved. Examining next the various purposes to which milk may be applied he proceeded to inquire which of them was the most likely to bring about this desired result and to prove the most profitable in the long run. The sale of milk in its fresh state being naturally limited it has either to be exported in the form of cheese and of condensed milk, or to be employed for the purpose of rearing cattle for exportation.

The importance of raising the price of milk.

The various uses to which milk may be applied.

If manufactured into cheese the farmer must be prepared to face foreign competition and high protective duties, and the consequent danger of a fall in prices. A fall of only 5 per cent. means an annual loss of 50,000% to the Swiss exporters, and although only one-fifth of the total milk produce of the country is at present employed in the manufacture of cheese for abroad, the price of milk nevertheless depends directly on that of cheese, and a fall in the price of the latter will inevitably entail a similar fall in its price.

Foreign competition in the cheese industry.

M. de Wattenwyl, therefore, while warmly advocating the encouragement of the manufacture of first-class cheeses as likely to maintain and even raise the price of milk, would rather discourage the manufacture of the inferior sorts, and would reserve the milk that they absorb for the peasant's own consumption,

in order to keep up the standard of national physique, which, according to recent experiences with newly-joined recruits, would appear to be in danger of deteriorating in consequence of insufficient nourishment.

Encourage-
ment of the
condensed
milk factories.

The manufacture of condensed milk, to which such an impetus has been given by the drawback allowed on all sugar contained in it, deserves, in M. de Wattenwyl's opinion, every encouragement as tending directly to raise the price of milk.

Cattle rearing
the most
profitable
purpose to
which it can
be applied by
the farmer.

It is, however, in the increased employment of milk for the purpose of cattle rearing that M. de Wattenwyl sees the best hope of improving the position of the peasant proprietor. In this branch of agriculture Switzerland possesses a monopoly which no foreign protective duties can ever deprive her of. The parti-coloured or spotted Simmenthal breed is held in the highest estimation by farmers of the neighbouring countries. The cows are famed both for the quality and quantity of their milk, and the cattle in general are prized on account of their splendid constitution and their excellence for draught and fattening purposes. Large numbers of them are annually imported into Germany, Hungary, and Italy for the purpose of improving the native breeds; but as after the third or fourth generation the qualities peculiar to the Swiss race disappear under the influences of food and climate, it is always necessary to renew the stock by fresh importations. The Swiss farmer, therefore, need be under no apprehension of a sudden cessation of the demand.

Sufficient
attention not
formerly paid
to selection in
breeding.

It is only, however, quite recently that serious attention has been paid to the important question of selection in breeding. The small peasant proprietor with but one or two cows would, as a rule, avail himself of the services of the nearest bull without satisfying himself as to the animal's qualifications, while the well-to-do farmer with a stable full of cows and a bull of his own would but seldom pay the price of a really first-class breeding bull. Herd books were, moreover, but little known, and foreign purchasers were often discouraged by the fact of not being able to verify the pedigree of the animals which they might otherwise have purchased.

Creation of
co-operative
cattle
breeding
associations.

The remedy for this state of things was, M. de Wattenwyl considered, to be found in the introduction of the principle of co-operation into the field of agriculture, and in the year 1888 he succeeded in starting not far from the town of Berne two "Viehuchtgenossenschaften," or cattle breeding syndicates.

Their objects.

The object of these syndicates is defined in the first article of their statutes:—

"To endeavour to meet the demands of foreign dealers, and by so doing to secure larger profits to the native cattle-breeders by the purchase of a thoroughbred bull and cows of the purest Simmenthal breed, by exercising the greatest care in the selection and treatment of the parent cattle and their offspring by rearing the young cattle on the most rational principles, and by instituting a herd book for the inscription of the selected animals."

Their capital.

The capital of one of these societies is composed of 2½ shares,

of the fees charged for the services of the bull and for the registration of the selected cattle in the herd book, and of subventions granted by the Confederation, Canton, and Commune.

Every member on entering into the society has to become a shareholder and to sign the statutes. If convicted of a breach of any regulation, or of neglect in the treatment of his cattle, he is liable to expulsion, while his cattle have their names erased from the herd book. Members wishing to retire from the society are at liberty to do so at the end of each year, provided that three months' notice be previously given in writing.

The administrative machinery of the society is in the hands of a committee, consisting of a president, vice-president, secretary, and accountant, and of a board of experts composed of three members and two substitutes. Election to this board is obligatory, and on the efficiency of its members depends the success or failure of the whole enterprise. It is they who have to purchase the bull and to decide on the merits of each animal submitted for registration in the herd book, the right of inscription being limited to those that are thoroughbred Simmenthalers. They have, moreover, to annex to each entry a minute description of the animal entered, of his good or bad points, and of his various qualities or defects, and, finally, they have to pay periodical visits of inspection to the farms of each individual member in order to see that all the cattle entered in the herd book are properly cared for.

The administrative machinery.

There is an annual general meeting of the shareholders for the purpose of electing the various officers of the society; of passing the accounts; of sanctioning any special item of proposed expenditure; of altering the statutes, or, if necessary, of deciding the question of the dissolution of the society. All disputes, either between individual members or any member and the society, are settled by arbitration. A show of the society's cattle is held once every year with the object of encouraging a feeling of emulation among the different owners, and of giving the Expert Committee an opportunity of submitting the entire herd to a careful examination.

Annual general meeting of members.

The use of the society's bull is reserved exclusively to members of the society, the cows entered in the herd book having the first call on his services.

Every member must, before the expiration of one year from the time of his joining the society, be possessed of at least one thorough-bred cow qualified for entry in the herd book, while all are expected to promote the aims of the society by keeping as many such cows as they can afford. The principle that large eventual profits are to be preferred to small immediate gains is followed out as far as possible, and members are therefore discouraged from parting with any animal of peculiar promise for breeding purposes, while, on the other hand, any serious blemish or defect in a cow disqualifies her for use for purposes of breeding.

Principles on which the cattle breeding is conducted.

All cattle entered in the herd book are branded with the society's mark.

Where there are several societies established in the same district, it is proposed to amalgamate them into a "Berggenossenschaft," or Alpine pasture society, in order to provide summer pastures for the young cattle.

As some of the poorer members of these societies often find it difficult to procure the purchase-money of a thoroughbred cow, a system of loan banks is being organised, which will not only make advances for this purpose to individual members, but will also advance to the different societies the funds required for the purchase of Alpine pastures or for other objects of extraordinary expenditure. They will further undertake the duty of advertising the societies' cattle abroad, and of communicating notices of sales, &c., to foreign dealers.

Since the year 1888 77 of these co-operative cattle-breeding societies have been established in different parts of Switzerland. In the canton of Berne there are now 28; in the canton of Zürich 14; in the canton of Lucerne 11; in the canton of Fribourg 11; 11 also in Aargau, 3 in Vaud, and 1 in Thurgau.

The majority of them, like the two original societies, confine their efforts to the breeding of cattle of the Simmenthal race, but in 29 of their number preference is given to the brown or turf breed, which is found chiefly in the cantons of Schwyz, Lucerne, Zürich, &c.

Considering the short time that has elapsed since these societies were first started, great progress has been made towards the realisation of the aims of their promoters. By the combination of capital, labour, and intelligence the defects of the system of small holdings have been largely counteracted, while by the substitution of co-operation for individual effort, results which had previously seemed unattainable are being quietly and gradually brought about. In districts where these societies have been established the Swiss peasant has now placed within his reach the means of enriching himself to an extent which was formerly impossible when he was content to dispose of the greater portion of his milk to the cheese factories at the not unusual price of 10 c. or 11 c. the litre (about 1d. 0·88 quart). As the numbers of these societies increase, the benefits which they have already conferred in certain districts will become more general, and the amelioration of the lot of the small peasant proprietors throughout the country will, it is confidently hoped, be worked out to no small extent through their agency.

The care bestowed on the purchase of the bull and in the selection of the cows employed for breeding purposes has produced the most satisfactory results as regards the standard of excellence in the young cattle, while the strict manner in which all inferior animals are excluded from inscription in the herd books has inspired confidence in the foreign dealers and considerably raised the value of the cattle belonging to the various societies.

Calves of 8 days old have already advanced in price from

Summer pastures provided for the cattle.

Loan banks for advancing the purchase money of cows.

Increasing number of these societies.

The results which they have attained.

Improvement in the breed of cattle.

1*l.* 12*s.* to 4*l.* and 6*l.* and even 8*l.*, while calves in the sixth month have fetched 16*l.*, 24*l.*, and sometimes as much as 40*l.* or 48*l.*

It is hoped that when this movement, which has already made such rapid progress, has extended itself over the whole country, a fusion of the herd books of the individual societies may be gradually effected and may lead to the creation of a single herd book for each canton, and eventually to one for the whole of Switzerland.

To resume, however, the examination of the trade returns for the year 1891, we find that, among other articles of food imported, the following were the more important:—

Articles.	Value.	Difference with 1889.	Sources of Supply.
	£	£	
Coffee	758,461	— 10,640	Brazil, France, and Holland
Sugar	731,690	— 19,867	France, Austria-Hungary, and Germany
Eggs	231,700	+ 4,046	Austria-Hungary and Italy
Poultry and game ..	200,230	— 7,513	France and Italy
Butter	128,633	— 21,564	France and Austria-Hungary
Margarine	29,916	— 5,232	Austria and Germany
Cocoa	123,496	+ 18,360	France, Brazil, and Central America
Potatoes	117,223	+ 32,436	Germany and France
Fresh vegetables ..	117,602	— 53,676	Germany
Lard	100,701	— 17,330	United States
Tea	37,560	— 420	Germany and Great Britain

The quantity of coffee imported, of which more than one-third was supplied by Brazil, was 6,695 quintals more than in the preceding year, but, owing to the fall in price, its value is returned at 10,060*l.* less. The cocoa imported is chiefly raw cocoa for manufacturing purposes, the value of the chocolate exported being 93,924*l.*, or 15,454*l.* more than in 1890.

The value of the wine, spirits, beer, tobacco, &c., imported was as follows:—

Articles.	Value.	Difference with 1890.	Sources of Supply.
	£	£	
Wine in casks ..	1,329,562	— 12,012	Italy, France, Spain, and Austria-Hungary
" bottles ..	52,758	+ 6,462	France
Spirits	162,296	+ 45,827	Austria-Hungary and Germany
Denaturalised spirits ..	46,843	+ 16,996	Austria-Hungary
Liqueurs, Vermouth, &c.	15,550	+ 902	France
Beer	53,621	— 3,956	Germany
Raw tobacco	176,599	— 206,553	Germany
Manufactured tobacco	4,090	+ 340	Germany
Cigars and cigarettes	77,824	— 11,376	Germany

Returns of the wine and spirit trade.

The total value of the beer, wine, spirits, &c., exported, chiefly to France, was 138,895*l.*, and that of cigars and cigarettes, chiefly to France, Great Britain, and Belgium, 78,437*l.*

The great decrease in the value of the tobacco imported resulted from the unusually large importation of the preceding year. The value of the cigars and cigarettes exported also fell off by 47,928*l.*

Textile industries.

The textile industries in general were seriously affected by the heavy fall in the price of all raw materials and of all manufactured articles from the commonest yarns to the richest stuffs. The actual quantity of raw silk and of combed wool imported and of "trame" exported was indeed greater than in the preceding year, but the returns of the values of the textiles imported and exported show a marked falling off. Moreover, the McKinley Tariff in the United States, political and financial troubles in South America, and the depreciation of silver in the extreme east all combined to cause a diminished export of textile goods.

Silk trade.

The silk trade, indeed, did not suffer from the same fluctuations of prices which marked the year 1890, but with the exception of the months of April and November when there seemed some prospect of an improvement, there was a gradual but continual fall in prices. The value of the silk imported amounted to 5,239,225*l.*, having fallen off by 410,533*l.*, while the value of that exported, which amounted to 7,631,180*l.*, also decreased by 340,440*l.*

Silk throwing industry.

The want of confidence in the stability of prices and the uncertainty occasioned by the pending commercial negotiations told heavily against the silk throwing industry. Changes in fashion moreover caused a decreased demand for silk threads for embroideries, fringes, laces, &c. The reduction of the German import duty from 1*s.* 5*d.* to 1*s.* 4*d.* per kilo. is not considered sufficient to produce any real amelioration of the situation, while the high rates of the French tariff are virtually prohibitive.

Basle ribbon industry.

The Basle ribbon industry also suffered very severely during the past year. In addition to the stagnation caused by the overproduction of 1889, the absence of any decided fashion in ribbons gave rise to a fatal uncertainty which rendered foreign firms chary of giving orders, and the demand throughout the year was never sufficient to keep the factories in employment. Large orders for black ribbons for the spring were indeed received from America, but the price at which they were offered was so low that they were only accepted in the absence of other business.

The treaties recently concluded with Germany and Austria-Hungary have not benefited the ribbon industry, and the reductions of duty obtained by the commercial arrangement with France, which has, however, yet to be ratified by the French Chambers, are not sufficient to enable it to hold its own in the French market. Its hopes for the future are therefore centered on England, who is now its best customer.

Silk stuffs.

To the silk manufacturers generally, the financial result of the year was somewhat below the average. "Satins Merveilleux,"

"Failles françaises," and "Satins Radzimirs," were more particularly affected by the general depression, and at last the production of these goods had to be reduced in order to avoid the almost certain prospect of heavy losses. The articles in which the best business was done were Bengalines, fancy silks, black taffetas, and half silk stuffs for linings, for the last of which large orders were received from America. Black and coloured surahs formed the bulk of the manufactured goods, but without yielding financial results proportionate to the quantity manufactured.

Large orders were received in the autumn from French houses for goods to be delivered before the expiration of the Franco-Swiss Commercial Treaty on February 1, and these combined with the orders already given by English houses caused great activity in the trade at the close of the year.

The future of the Swiss silk industry in general is, however, regarded with considerable anxiety. The high rates of the new French tariff will, even if the concessions obtained by the recently concluded commercial arrangement be ratified, practically close the French market to many articles of Swiss manufacture, while the new treaty with Germany imposes a duty of 30% per quintal on silk tissues. The development of the silk industry in the United States will further tend to decrease the exports to that country, while the treaties recently concluded with Austria-Hungary, Italy, and Spain are not considered by the trade as likely to advance their business relations with those countries. Fears are even entertained that the difficulty of carrying on certain branches of the silk industry with any profit in Switzerland may eventually force certain manufacturers to transfer their business across the frontiers.

Future prospects of the silk trade.

Effects of new treaties and tariffs.

It is, however, hoped on the other hand that the ultra-protectionist system now adopted by France may enable Switzerland to supplant Lyons as the principal source of supply for the English, Belgian, and Dutch markets; while when order is eventually restored in South America, Brazil, Chile, and the Argentine Republic will, it is trusted, once more become purchasers of Swiss silks.

Of the total value of the silk imported last year Italy supplied 2,930,000*l.*, of which 2,522,000*l.* worth consisted of "organsine" and "trame." France supplied silk to the value of 1,888,000*l.*, including "peignée" and "grège" to the value of 1,080,000*l.*

Chief sources of supply of the import trade.

Of the silk exported, Germany took 2,142,000*l.* worth, including "organsine" and "trame" to the value of 743,000*l.*, and twisted floss silk to the value of 590,000*l.* The value of the silk purchased by France amounted to 1,686,000*l.*, of which more than 1,060,000*l.* was for pure silk tissues. The value of that exported to Great Britain was over 1,830,000*l.*, pure silk tissues and half silk ribbons accounting each for about 735,000*l.*

Chief markets for the export trade.

The sudden fall of prices which followed the unusually abundant American cotton crop, added to the high rates of the McKinley tariff, and the uncertainty resulting from the pending

Cotton trade.

commercial negotiations, caused the past year to be rather a disastrous one for the Swiss cotton industry.

The value of the imports decreased by 512,731*l.*, amounting to 2,596,672*l.*, while the exports, of which the value was 5,801,413*l.*, fell off by 604,780*l.*

Yarns.

There was a fair demand for the coarser sorts of yarn, Nos. 4 to 8, especially in the home market, but the supply of yarns, Nos. 12 to 30, and of calico yarns, Nos. 36 to 44, far exceeded the demand and caused prices to fall 15 per cent. by the end of the year. A similar fall of 15 per cent. in the price of Mako yarns, Nos. 40 to 60, was occasioned by the crisis in the embroidery trade and in that of the manufacture of half silk goods.

With the exception of dyed yarns, of which the exportation is steadily increasing, the quantity of yarns exported has fallen from 64,000 quintals in 1888, to 49,000 quintals in 1891.

Raw tissues.

Raw tissues were imported to a less amount than in 1890, their value falling from 480,000*l.* to 380,000*l.* The value of the raw tissues exported was 355,000*l.*, rather below that of the preceding year, the coarser qualities being in far greater demand than the finer ones. The exportation of bleached and printed tissues also fell off, but that of plain, dyed, and "jacquard" figured and fancy tissues continues to increase.

Coloured cotton goods, which find their best market in India and the Straits Settlements, suffered from the effects of the depreciation of silver. Exports to British India fell off by 20,000*l.*, while those to Dutch India showed a slight increase.

Machine
made
embroideries.

The branch of the cotton industry, however, which suffered the most acutely during the past year was that of machine-made embroideries, which is at present passing through a severe crisis. Apart from the difficulties created by the protective tariffs of neighbouring countries and of the United States and by previous over-production, which have already necessitated a reduction in the hours of employment, it has to contend with its rivals in the Vorarlberg who have withdrawn from their former union with the St. Gall Federation in order to be untrammelled by the rules and limitations which its statutes impose. The value of the exports fell off during the year by 470,000*l.*, of which as much as 360,000*l.* were accounted for by the decreased exportation to the United States resulting from the McKinley tariff.

Great Britain has now become the best market for this class of Swiss goods.

Woollen
industry.

The woollen industry showed a falling off both in the value of its imports and its exports. The value of the former amounted to 2,333,665*l.*, or 143,421*l.* less than in 1890, while the value of the latter decreased by 25,457*l.*, amounting only to 723,528*l.*

The staple articles of the Swiss woollen industry, such as merinos, cashmeres, and plain coloured tissues generally, were not much in demand in the home market, where preference was given to parti-coloured articles of foreign manufacture. The

increase of the Swiss import duty from 1*l.* to 2*l.* 4*s.* will, it is hoped, strengthen the position of the native manufacturers.

The cloth industry suffered also from foreign, and more especially from German, competition, in consequence of the diminished export of German cloth to the United States since the McKinley tariff came into force. Here, again, recourse has been had to increased import duties for the protection of the Swiss manufacturer.

The value of the exports in the linen industry, which has long ^{Linen} ceased to be more than of secondary importance, decreased by ^{industry.} 30,334*l.*, amounting only to 77,922*l.*, while the value of the imports, which amounted to 547,865*l.*, increased by 10,606*l.*

Ready-made articles of clothing, &c., were imported to the ^{Confections.} value of 1,139,680*l.*, an increase of 57,666*l.* on the preceding year, while the value of those exported increased by 19,768*l.*, and amounted to 443,997*l.*

The exportation of silk articles of dress increased by 20,000*l.*, while the value of those imported decreased. The long winter of 1890-91 and the prospective higher rates of the new tariff caused an increase of 20 per cent. in the importation of furs and woollen goods, and of 31 per cent. and 43 per cent. in that of woollen and cotton hosiery. The importation of artificial flowers also increased by 10 per cent.

Germany is the chief source of supply for "confections" of all kinds, and though the duties of the new tariff have been raised in order to protect native interests, there are many branches of this industry in which finer taste and greater experience on the part of foreign competitors will fully counter-balance the disadvantages of a higher tariff.

The metal industries rank next in importance to the textiles, and among them watchmaking holds the first place.

The following tables give the values of the imports and ^{Watch-} exports of the various branches of the watchmaking and jewellery ^{making.} industries:—

IMPORTS.			Returns of the value of the imports and exports.
Description.	Value.	Difference with 1890.	
	£	£	
Watches and finished works	118,572	+ 18,649	
Watch cases	51,482	— 17,875	
Component parts of watches..	72,547	— 8,418	
Clocks, finer sorts	23,345	+ 770	
Musical boxes	2,148	— 572	
Implements of the trade ..	1,350	+ 150	
Jewellery, silver and gold work	304,510	+ 41,737	
Total	573,954	+ 34,446	

EXPORTS.

Description.	Value.*	Difference with 1890.
	£	£
Watches and finished works..	3,726,625	— 135,987
Watch cases	47,092	+ 4,852
Component parts of watches..	121,364	+ 1,760
Clocks, finer sorts	961	+ 40
Musical boxes	119,697	— 11,363
Implements of the trade ..	35,683	+ 1,100
Jewellery, silver and gold work	143,414	— 1,397
Total	4,194,836	— 140,995

The decrease which is thus shown to have taken place in the value of the watches exported was, indeed, no greater than was to be feared in a year of such uncertainty for trade, the number of gold and silver watches exported decreasing by 57,398 and 100,297 respectively, while the number of metal watches increased by 58,881.

Present state
of the
industry.

The year 1890 had been one of such extraordinary activity for the watchmaking industry that a reaction was more or less inevitable; and until the balance is re-established between exaggerated production based on former orders and the actual demands of the market these periodical crises are sure to recur. The gravity of the recent crisis, however, appears to have been rather exaggerated, and, in despite of decreased returns, the shadows cast upon the trade during the past year will, it is maintained, speedily pass away. The commercial treaties concluded with Germany, Austria-Hungary, and Italy will assure a long period of stability to the trade, while encouragement may be derived from the fact that the exports to the Danubian States, British India, and Australia are steadily increasing.

Creation of
commercial
schools in the
watchmaking
centres.

The recent creation of commercial schools in several of the watchmaking centres is regarded with much satisfaction by the trade as likely to complete the good work already done by the technical schools in which watchmaking is taught. The combined instruction of these two classes of schools will go far towards training a set of men, fitted by their technical and commercial education, and by their knowledge of languages, to represent the great export houses abroad, and to dispose of their goods directly in the best markets. The smaller and less important houses, who cannot afford to have a representative of their own, will probably combine together to appoint one to represent their common interests. Many of the disadvantages of the present system, such as the excessive profits of the middleman, will thus, it is hoped, be done away with, while manufacturers will be enabled to ascertain with more ease and with greater accuracy than at present the real demands of foreign markets.

Good results are also expected from a law recently passed in the canton of Neuchâtel on the subject of apprenticeship. Law on apprenticeship in the canton of Neuchâtel.

By this law apprentices are placed under the supervision of competent authorities, delegated for that purpose by the communes, who are to see that all receive thorough instruction in their adopted callings, while the technical knowledge and professional aptitude of the apprentices are to be ultimately tested by an examination.

The manufacture of machinery did not escape the depression that marked trade generally throughout the year, the decreased demand for industrial products naturally reacting on that for the machinery by which they are produced. The uncertainty existing in regard to the issue of the pending commercial negotiations rendered customers cautious, and when once the orders received during the preceding year had been executed, and it was seen that fresh orders were coming in but slowly manufacturers were compelled to curtail production. Prices were low throughout the year, and the reduction of the hours of employment from 11 to 10, which has now for the first time been generally introduced into this industry, was not calculated to increase the profits of the manufacturers. It is as yet too soon to pronounce positively on the results of this reduction of the hours of the working day. In those branches of the trade where mechanical labour plays the principal rôle production has, as was expected, fallen off, but as regards those in which manual labour is chiefly employed this result has not been clearly proved. On the contrary, the opinion seems rather to prevail that the lost hour has been compensated for by greater application on the part of the workman. Machinery.

The value of the machinery exported during the year amounted to 862,585*l.*, or 92,687*l.* less than in 1890. The exports to Germany fell off by 50,820*l.*, to Austria by 24,295*l.*, to Italy by 21,650*l.*, and to France by 2,000*l.* There was, on the other hand, an increase of 39,500*l.* in the value of that exported to Russia.

The steady increase in the value of the machinery imported, which has risen from 308,000*l.* in 1885 to over 843,000*l.* in 1891, continued during the past year, when it amounted to 24,550*l.* Increase in the value of the machinery imported from Germany. German competition in this branch of Swiss industry is becoming every year more intense, even in the supply of the native market. The value of the machinery supplied by Germany last year amounted to nearly 500,000*l.*, or 28,500*l.* more than in 1890, while it exceeded by 260,000*l.* the value of that which she imported herself from Switzerland.

The total value of the iron and iron goods imported was 1,738,258*l.*, or 16,855*l.* more than in 1890. Of this amount 241,600*l.* was for raw iron, of which the importation was less than in the preceding year, while the principal item of manufactured iron was 522,700*l.* for rails, &c., supplied chiefly by Germany. Iron.

Coal was imported to the value of 1,171,730*l.*, or 58,056*l.* more than in 1890, of which Germany supplied three-quarters. Coal. The value of the coke, charcoal, and briquettes imported, chiefly

from France and Belgium, was 403,177*l.*, or 150,805*l.* more than in 1890.

The actual consumption of coal, coke, &c., during the year is said to have increased by 480,000*l.* This, however, is not to be regarded as a proof of increased industrial activity, but as a consequence of the exceptionally long and severe winter and of interruption in the working of numerous hydraulic agencies.

Petroleum. Petroleum was imported to the value of 301,944*l.*, a decrease of 12,988*l.*, the United States and Russia being the chief sources of supply.

The returns of the values of the imports and exports of the other less important industries will be found in the tables of Swiss imports and exports annexed to this report.

The following table gives the value of Swiss trade for the past year with the five principal countries with which she has commercial dealing:—

Returns of
trade with
certain
foreign
countries.

Country.	Value of Imports.	Per Cent. on Total Import Trade.	Difference with 1890.	Value of Exports.	Per Cent. on Total Export Trade.	Difference with 1890.
	£		£	£		£
Germany ...	11,725,618	31.44	— 95,680	6,561,802	22.44	— 713,526
France ...	8,561,438	22.96	— 483,956	4,999,174	18.60	+ 58,225
Italy ...	5,439,606	14.58	+ 274,192	1,879,867	7.00	— 132,647
Great Britain ...	1,844,116	4.95	— 250,700	4,623,833	16.83	+ 264,291
Austria ...	3,469,068	9.30	— 617,127	1,449,952	5.39	— 109,504

The imports from Russia increased by nearly 503,000*l.* and amounted to 1,874,676*l.* The imports from the United States amounted to 1,222,516*l.* an increase of 75,672*l.*, while the exports to that country fell off by over 439,000*l.*, amounting to 2,868,020*l.*

Increase in
the imports
from Russia
and decrease
in those from
Austria-
Hungary.

The large increase in the imports from Russia is not likely to be maintained as it related entirely to cereals, the value of the wheat imported being 432,000*l.* more than in 1890. The higher price of Hungarian as compared with Russian wheat caused the amount imported to be less by 162,000*l.* than in the preceding year, while the imports from Austria-Hungary were further reduced in consequence of the prohibition placed on the importation of cattle in the month of March, and of the abundant Italian vintage which led to a large importation of Italian wines to the prejudice of those of Hungary.

Trade with
the United
States.

The increased importation from the United States took place chiefly in cotton, petroleum, and lard, and a very large increase is expected in the current year in the importation of American corn. The McKinley tariff, as already stated, is responsible for the decreased value of the exports to the United States, embroideries and silk ribbons being the articles that suffered the most, while musical boxes, cheeses, and leather were affected to a less extent.

Trade with
Great Britain.

The following are among the principal articles of the trade with Great Britain:—

IMPORTS.

Articles.	Value.	Difference with 1890.
	£	£
Cotton goods	610,467	— 151,961
Woollen	416,676	— 31,901
Linen	114,632	+ 9,665
Silk	53,536	— 34,004
Machinery	100,080	+ 11,939
Iron and iron goods ..	93,448	— 48,258
Leather goods	67,595	+ 635
Chemicals	53,292	— 13,303

EXPORTS.

Articles.	Value.	Difference with 1890.
	£	£
Silk goods	1,830,422	+ 107,788
Cotton	906,631	+ 6,969
Watches	721,920	+ 60,796
Condensed milk	509,325	+ 59,060
Leather	99,304	+ 27,205
Chemicals	80,506	+ 5,436
Machinery	43,536	— 16,554

The value of British goods imported during the year fell off by a quarter of a million sterling, while that of Swiss exports to Great Britain increased by rather more than that amount. Owing to a depression in the embroidery industry the value of the English raw cotton tissues imported was less by 140,000*l.* than in the preceding year, while carpets, woollen tissues, and iron goods were also imported to a less extent than in 1890.

Silk tissues, ribbons, embroideries, watches, condensed milk, and boots and shoes were the principal articles in which there was an increased exportation to Great Britain.

Among the textiles imported from Great Britain may be mentioned cotton yarns, 142,300*l.*; raw cotton tissues, 339,570*l.*; and white, coloured, and printed woollen tissues, 238,600*l.*; while embroidered cotton trimmings to the value of 697,900*l.*; pure silk tissues to the value of 735,500*l.*; and half silk ribbons to the value of 734,800*l.* were among the principal articles of these industries exported by Switzerland to Great Britain.

The question of the commercial negotiations in which Switzerland has been engaged during the past and the present years has been so fully dealt with in the blue books already published on the subject that it is unnecessary to give any detailed account of them in this report. The treaties concluded with Austria-Hungary and Germany came into force on February 1 last, and

Commercial negotiations with foreign countries.

that with Italy on June 19. The treaty with Spain and the commercial arrangement with France still await the ratification of the various Legislatures concerned, and cannot, therefore, come into operation before the end of the year.

In the event of the Spanish and French Chambers accepting the arrangements already signed by their respective Governments, the Government of this country may be congratulated on the success which will then have crowned its efforts throughout all these various negotiations. Surrounded by countries which have encircled her with a wall of protection, Switzerland had a hard battle to fight before forcing a breach sufficient to allow an outlet for her trade. The task of her Government was, moreover, rendered the more difficult by the conflicting interests of her own agricultural and industrial populations, and by the pressing demands for protection put forward by agriculturists and manufacturers alike. Thanks, however, to the perseverance and ability displayed in the conduct of the negotiations, important reductions have been obtained in the duties levied in the neighbouring States—more particularly in Italy—on many articles of peculiar interest to Swiss trade. On the other hand various branches of Swiss industry, which have of late years been hard pressed by foreign competition, have received, if not the full measure of protection demanded, at least sufficient help to encourage them to fresh exertions in their industrial rivalry with foreign countries.

VALUE of Swiss Imports and Exports for the Year 1891.

Cate- gories.	Class of Goods.	Value of Imports.	Difference with 1890.	Value of Exports.	Difference with 1890.
I.	Manure and waste (déchets)	£ 241,682	+ 3,821	£ 115,576	+ 825
II.	Chemicals—				
	a. Medicine and drugs ...	139,052	— 2,905	87,555	— 11,890
	b. For industrial purposes	866,277	— 16,110	110,865	+ 1,252
	c. Dyes	320,077	+ 2,423	469,898	+ 32,068
III.	Glass	116,922	+ 6,158	10,172	+ 300
IV.	Wood	827,148	+ 52,293	294,515	— 1,178
V.	Agricultural products (ex- clusive of grain, flour, &c., and other articles of food)...	262,989	— 26,074	23,596	+ 1,660
VI.	Leather	848,643	— 15,809	267,408	— 49,593
VII.	Literary, scientific, and artistic objects	499,664	+ 54,088	300,216	+ 18,946
VIII.	a. Watches, clocks, and their component parts, musical boxes, &c. ...	301,118	+ 790	4,021,877	— 140,811
	b. Machinery and con- veyances of all kinds ...	843,033	+ 24,553	862,585	— 92,687
IX.	Metals—				
	a. Lead	56,600	— 3,560	7,712	— 611
	b. Iron	1,738,258	+ 16,855	195,205	— 34,885
	c. Copper	308,090	+ 14,781	47,004	+ 9,938
	d. Nickel	30,364	— 552	1,691	— 267
	e. Zinc	60,587	+ 7,816	3,690	+ 958
	f. Tin	72,344	+ 13,380	5,403	+ 857
	g. Precious metals not in specie	1,097,588	— 345,292	459,442	— 48,284
	h. Ore and other metals ...	8,002	+ 542	50,233	+ 22,446
X.	Minerals	2,226,923	+ 237,256	140,712	— 3,988
XI.	Articles of food of all kinds, wine, spirits, tobacco, &c.	10,762,906	+ 560,680	3,158,706	+ 8,836
XII.	Oils, grease, &c.	413,480	+ 908	16,874	— 129
XIII.	Paper	253,508	+ 8,971	140,645	+ 4,752
XIV.	Textiles—				
	a. Cotton	2,596,672	— 512,731	5,801,413	— 604,780
	b. Linen	547,865	+ 10,606	77,922	— 80,334
	c. Silk	5,239,225	— 410,533	7,631,180	— 340,440
	d. Wool	2,333,665	— 143,421	723,528	— 26,467
	e. India-rubber and gutta- percha	91,019	— 2,558	97,470	+ 715
	f. Straw, rushes, &c. ...	217,389	— 11,683	293,387	+ 59,002
	g. Articles of clothing, hosiery, &c.	1,139,680	+ 57,666	443,997	+ 19,768
XV.	a. Cattle	1,934,262	— 505,977	593,216	— 61,288
	b. Animal matter	329,797	+ 46,108	342,325	— 4,920
XVI.	Hardware	194,921	+ 19,975	20,284	— 1,777
XVII.	Various	336,020	+ 16,713	59,370	— 1,202
	Total	37,295,645	— 875,285	26,874,677	— 1,237,842

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 11 | 92—H & S 1416)

FOREIGN OFFICE.
1894.
ANNUAL SERIES.

No 1323.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

SWITZERLAND.

REPORT FOR THE YEARS 1892-93

ON THE

TRADE OF SWITZERLAND.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1129.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C. 4.
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HUGHES, FIDGIS, & Co., 100, GRAFTON STREET, DUBLIN.

1894.

C. 6855—210.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1203. Charleston	2½d.	1263. Rio Grande do Sul..	2½d.
1204. Syra	1d.	1264. Jeddah	1d.
1205. New Orleans	2½d.	1265. Vienna	3d.
1206. Suakin	1½d.	1266. Shanghai	3d.
1207. Caracas	1s.	1267. Bangkok	1½d.
1208. Somali Coast	1d.	1268. Meshed	1½d.
1209. Nantes	1d.	1269. Cadiz	2d.
1210. Tahiti	2d.	1270. Chérbourg	1d.
1211. Ichang	3½d.	1271. Erzeroum	½d.
1212. Wenchow	1d.	1272. Christiania	5d.
1213. Havana	2d.	1273. Buda-Pesth.. ..	½d.
1214. Cagliari	1d.	1274. New York	3d.
1215. Old Calabar.. ..	½d.	1275. St. Petersburg	7½d.
1216. Foochow	1d.	1276. Alexandria	½d.
1217. Wuhu	1d.	1277. Tokio	2½d.
1218. Vera Cruz	1½d.	1278. Bilbao	3½d.
1219. San José	1d.	1279. Beyrout	6d.
1220. Antwerp	1d.	1280. Pekin	2½d.
1221. Mogador	2½d.	1281. Salvador	1d.
1222. Berlin	1½d.	1282. Malaga	4d.
1223. Rome	1d.	1283. Buenos Ayres	8½d.
1224. Constantinople	6½d.	1284. Canton	1d.
1225. Barcelona	2½d.	1285. Washington	4½d.
1226. Madeira	5½d.	1286. Warsaw	½d.
1227. Seoul	1½d.	1287. Pekin	½d.
1228. Chinkiang	1d.	1288. Amsterdam	1d.
1229. Newchwang.. ..	1d.	1289. Manila	2½d.
1230. Chungking	1½d.	1290. Bahia	1d.
1231. Hankow	1d.	1291. Munich	1d.
1232. Odessa	2d.	1292. Trieste	1½d.
1233. Chicago	3d.	1293. Tunis	4d.
1234. Taganrog	2½d.	1294. Montevideo.. ..	1½d.
1235. Ningpo	1d.	1295. Belgrade	2d.
1236. Mannheim	1d.	1296. Tenerife	1d.
1237. Dunkirk	1d.	1297. Stettin	3d.
1238. Macao and Timor	1d.	1298. Rome	2½d.
1239. Madrid	½d.	1299. Dantzic	7d.
1240. Port-au-Prince	2d.	1300. Sofia	2½d.
1241. Frankfort	3d.	1301. Mexico	1½d.
1242. Erzeroum	1d.	1302. Paris	1d.
1243. Palermo	3½d.	1303. Buenos Ayres	½d.
1244. Naples	1d.	1304. Tangier	2½d.
1245. Guatemala	1d.	1305. Somali Coast	½d.
1246. Madrid	1d.	1306. Porto Rico	1d.
1247. Gothenburg.. ..	2d.	1307. Paramaribo.. ..	1d.
1248. Brindisi	2½d.	1308. Oporto	1½d.
1249. Fiume	2d.	1309. Naples	½d.
1250. Leghorn	2½d.	1310. Salonica	2½d.
1251. San Francisco	5½d.	1311. Valparaiso	2d.
1252. Bushire	2d.	1312. Mozambique	1d.
1253. Nagasaki	1d.	1313. Odessa	1½d.
1254. Smyrna	1d.	1314. Honduras	2½d.
1255. Yokohama	1½d.	1315. Batoum	4d.
1256. Stockholm	1½d.	1316. Quilimane	1d.
1257. Lisbon	1½d.	1317. Copenhagen	1d.
1258. Tientsin	1d.	1318. Lima	1d.
1259. Port Said	1d.	1319. New York	1d.
1260. Hiogo and Osaka	2½d.	1320. Baghdad and Bussorah	1d.
1261. Damascus	1d.	1321. Rio de Janeiro	3d.
1262. Samoa	½d.	1322. Réunion	3½d.

No. 1323.

Reference to previous Report, Annual Series No. 1129.

SWITZERLAND.

BERNE.

Mr. St. John to the Earl of Rosebery.

My Lord, *Berne, December 18, 1893.*

I HAVE the honour to forward herewith a Report by Lord Vaux of Harrowden on the Imports and Exports of Switzerland during 1892 and part of 1893.

This Report is of interest as affording evidence of the effects that have resulted from the commercial conflict between France and Switzerland and the imposition of protective duties by the latter, which seem to threaten the very existence of an important native industry.

I have, &c.
(Signed) F. R. ST. JOHN.

*Report on the Imports and Exports of Switzerland for the Year
1892, and part of 1893.*

ABSTRACT of Contents.

	PAGE
New system of declaring country of origin, or of ultimate destination ..	2
Value of imports in 1892	3
General results of the year	3
Value of exports in 1892	4
Causes of diminution of exports	4
Suffering in the textile industry	5
Fall in value of agricultural produce	6
Importation of cattle and pigs	7
Consumption of meat	7
Trade with Great Britain and British India	8
Trade with France and the tariff war	9
Custom-house receipts and the tariffs	10
Trade with France in 1893	10

The statistical returns of the Federal customs authorities for the year 1892 begin with a statement to the effect that this volume opens a new and essentially different period of statistics of Swiss commerce to the period (1885-91) which closed in the last report.

Declaration of
countries of
origin and
destination.

The Federal Council by a decree of the 12th of January, 1892, ordained that from February 1st, 1892, for the purposes of commercial statistics, the country of production in the case of imports, and the country where the goods were to be consumed in the case of exports, were to be declared; whereas from 1885 to 1891 the country in which the last transaction took place before importation, and that in which the first took place after exportation, was considered the country of origin or destination of the goods, as the case might be, with the result that a more or less considerable proportion of the wholesale transactions with European countries was put down as special commerce with those countries.

As a consequence of this reorganisation of the basis on which the statistics of commerce are now compiled, the four frontier States (France, Germany, Austria-Hungary, and Italy) as well as England, Belgium and Holland, show a diminution of 130,000,000 fr. (5,200,000%) in the amount of their commerce with Switzerland, while the more distant countries, and especially those across the seas, show a gain of 68,000,000 fr. (2,760,000%).

A further result of this new arrangement has been to add a class of "undetermined" goods to the list, that is to say, goods whose country of origin or destination was declared to be uncertain or unknown, the whole of this class, however, does not come to 120,000% for the year.

Moreover, the endeavour to trace the country of origin fails necessarily in the case of raw materials from distant lands which are worked up for the Swiss market in one or other of the seven above-mentioned countries, being those from which Switzerland mainly draws her imports, such, for instance, as Asiatic silks made up in France and Italy, foreign metals worked in England, &c., and in these cases a special calculation must always be made in order to ascertain the true proportion of the value due to the country of origin and to the exporting country respectively.

This rectification of the country of origin has prepared the way for a more correct estimate of the relative value of the importation of the same article when coming from different countries, as for instance, cotton from England and Egypt, wines from France and Italy, &c.

These points are most important to remember in drawing a comparison between the returns of 1892 and those of previous years, an absolutely accurate comparison is scarcely to be expected considering the different basis on which the current report is framed.

TABLE showing the Imports for the Year 1892 compared with those for the Year 1891, under the headings of the Five Continents. Value of imports in 1892.

Continents.	1892.	1891.	Difference in 1892.	Percentage of Total Imports.
	£	£	£	
Europe	29,809,240	34,735,324	- 4,826,080	85.95
Africa	603,404	545,176	+ 48,228	1.73
Asia	1,581,856	300,292	+ 1,281,760	4.55
America	2,488,492	1,622,232	+ 870,266	7.15
Australia	216,500	87,600	+ 128,900	0.62
Total	34,699,492	37,290,624	- 2,491,132	100.00

The imports for the year 1892 thus fell off to the extent of 2,491,132% from those of 1891, which were already 884,296% behind those of 1890. Imports from European countries fell off by 4,826,080%, but imports from the other four continents showed an increase, and notably those from Asia. This increase is, however, not real, but is due as explained above to the fact that the country of production is now declared, instead of the country which had last dealt with the goods before they entered Switzerland.

Taken on the whole, however, the year 1892 was not absolutely a bad one for Switzerland, it must rather be divided into two distinct portions. The first half of the year belongs properly to the preceding period of depression. The already unfavourable state of trade at the end of 1891 was further accentuated by a marked depression amongst the small capitalists, of which fact the great diminution in the power of consumption is an eloquent proof, the first six months of 1892 showed a sensible diminution in the imports of corn, flour, and cattle, cotton, silk, &c.

In the second half of 1892 a distinct upward tendency was visible, and this is attributed in part to the favourable effects of the new commercial treaties with Austria, Germany, and Italy. Italy, in fact, sent 155,316% more goods into Switzerland than in the previous year, being one of the few European countries which showed an increase. The harvest was also particularly good especially for wine and wheat, while more fruit than usual and quite as much cattle was exported, thus increasing in the second half of 1892 the purchasing power of the Swiss. This increase has continued and the figures as far as they are known for the first half of 1893 show a continual rise in the commercial prosperity of the country.

Value of
exports in
1892.

TABLE showing the Exports from Switzerland during 1892 and the preceding Year, also under the heads of the Five Continents.

Continents.	1892.	1891.	Difference in 1892.	Percentage of Total Exports.
	£	£	£	
Europe	20,905,744	21,886,528	— 980,780	79·47
Africa	203,140	192,408	+ 10,732	0·77
Asia	1,115,272	1,140,932	— 25,660	4·24
America	3,883,620	3,534,356	+ 349,260	14·77
Australia	80,332	120,464	— 40,112	0·30
Total	26,188,108	26,874,688	— 686,580	100·00

The total exports amounted in 1892 to 686,580*l.* less than they had done in 1891, and as was the case with the imports, so also the export figures for 1891 were already lower than those for 1890 by 1,237,840*l.*

The bulk of the loss again appears to have been borne by Europe, but much of this is only an apparent loss due to the different basis on which the statistics have been framed.

The gain has almost entirely gone to America, and the United States alone are responsible for about 50 per cent. of this increase, Canada and Central America having taken less goods from Switzerland than in the previous year.

Diminution
of exports to
France.

Among European countries France is the only really heavy loser, she being responsible for a diminution of 887,332*l.* out of a total of 980,780*l.* which is the diminution of Swiss exports for the whole of Europe. France still took 15·59 per cent. of the total exports, Germany coming first with 24·66 per cent. of the exports, and only showing a small diminution in the amount taken as compared with 1891.

Great Britain comes second to Germany, with 17·85 per cent. of all Swiss exports, and shows a considerable increase in the amount of trade for the year (+172,624*l.*). This increase is, indeed, only second to that of the United States, which now takes 11·61 per cent. of the total exports from Switzerland.

The tariff war with France is the sole cause of the diminution of the Swiss exports; without it a small increase would have been registered. The greater part of the other obstacles to exportation have been successfully overcome, even the McKinley tariff and the troubles in Chile and elsewhere in South America were not able to diminish the aggregate amount of exports to America; on the contrary, an increase of about 350,000*l.* took place. The countries in America which did not participate in this increase were those parts of Central America which have a silver standard. India and Asia were probably only able to maintain their position in consequence of the fact that the more

accurate designation of the countries of origin and destination has throughout shown an apparent increase in the trade of distant countries to the prejudice of the neighbouring ones.

Another reason for the diminution in value of the commercial results of 1892 is the fall in prices. In many cases larger quantities of goods were dealt with, but the prices obtained were less than those of 1891. The later months of the year showed, however, a rise in the price of the two most important textile materials, namely, silk and cotton, and this rise has affected other articles as well. Wheat, wine, oil, and cattle all show a fall in price, cattle especially, owing to the dearth of hay in 1892, a dearth which has been considerably intensified in 1893. General fall of prices.

Taking everything into consideration about half the diminution in the imports of 1892 must be set down to the fall in prices and the correction of values; the effective diminution in the imports is calculated to be about 1,300,000%. Of this again about a half is due to a reduction in the amount of food stuffs, &c., imported, a result of the hard times already referred to and of the heavy fall in the prices of corn, wine, and cattle, while the other half of the effective loss comes under the head of manufactured articles, and is largely the result of the great increase in the Swiss customs dues from February 1, 1892. The imports of raw materials show an improvement of 220,000%, due entirely to an increase both in quantity and value of the amount of silk brought into the country.

The diminution in the exports is entirely borne by Swiss manufactures, and is about equivalent to the loss shown by the oriental cotton trade and the Swiss embroidery trade. The milk industry exports (cheese, condensed milk, prepared foods, &c.) did well in the year under consideration. On the whole, the results shown by the imports are distinctly more favourable than those shown by the exports, which would have been in an even worse position still, if it had not been for a considerable increase in the amount of raw material exported.

The textile industry, and especially cotton, seems to have suffered most severely. The very low prices of 1891 fell still lower in 1892, and in March cotton reached the lowest price ever known, even lower than that of 1848. Towards the end of the year, however, prices rose again. The import of raw cotton fell off very much from the high figures it had reached during the last few years. The quantity imported was less than in 1888, and the value of the total import was not as high as it was in 1886. The improvement in the price of cotton towards the end of the year was but of little advantage to the manufacturers. Price of cotton.

A marked decline was visible in the amount of English cambric imported for embroidery, but tulle, especially that used for curtains, showed an increase for the year. The exports of embroidery, a most important Swiss industry, showed an even greater decline, for which the application of the French general Decline in English cambrics and Swiss embroidery.

tariff is held to be largely responsible, as it is also for the diminution of ribbons and trimmings exported.

Low price of
silk.

Although the price of raw silk rose above the very low figures which had prevailed for some time past, the prices obtained for the manufactured article actually fell; the quantity exported was, however, sufficient to show a considerable increase in the value of silk exports for the year. England here takes the first place now, instead of France, whose tariff has made it less easy for manufactured silks to enter the country. The United States also took a much larger share of these goods than it did formerly. The increased exportation took place principally in whole silk goods of superior quality.

Wool.

Wool fell in price in some cases as much as 15 per cent. in comparison with 1891. Woollen goods, blankets, and cloth are one of the most important headings of Swiss imports. The desire to escape the high duty which came into force on February 1st is sufficient explanation of the fact that the woollen goods imported in January amounted to one-third of those imported during the whole year.

Coal and iron.

The importation of coal and coke declined in quantity and in value, the consumption in 1891 having been abnormally large. The quantity of iron imported was larger, but the value was less, which was also the case with most other minerals imported.

Fifty per cent. more aluminium was exported, and the price did not fall appreciably, but the export of rough forged iron for France and Germany fell off very considerably, while that of machinery showed no change either in quantity or value.

Watches and
jewellery.

Watches and jewellery showed a heavy diminution both of imports and exports; the exports of the latter amounted to 21 per cent. less than in 1891. The larger part of the Geneva precious stone cutting industry escapes the custom-house supervision entirely, the stones being so easily carried across the Swiss and French frontiers respectively without being declared or discovered. This industry is developing very much, notably in diamonds, rubies, and sapphires.

Both imports and exports of stones and building materials generally show an increase, except in the case of Portland cement, the import of which fell off slightly, while the export of Swiss asphalt increased a little.

Chemicals show but little improvement, and this rather in quantity than in value. This remark also applies to the trade in oils and grease, as well as to that in skins, while the export of toys fell off considerably from that of 1891.

Agricultural
produce.

The prices of agricultural produce and of food stuffs generally declined very much in 1892; the amount imported fell also considerably, as a result of the bad times and general depression. The quantity of wheat imported was 10 per cent. less than in 1891 and 8 per cent. less than in 1890. Rice and potatoes also fell, but the imports of oats and maize increased in 1892. The importation of wine increased and the exportation diminished, in spite of a fairly good vintage year in Switzerland. The very

low price of Italian wines and the alterations in the customs tariff appear to be responsible for this.

A considerable increase took place in the amount of alcohol imported; that destined to be denaturalised increased by more than 15 per cent., while that for drinking purposes increased by more than 9 per cent.; a remarkable rise in value also took place.

The competition between North America and Russia in petroleum has reduced the prices considerably. The amount imported increases every year, and the former country now furnishes two-thirds of the Swiss market, while Russia only supplies one-third.

The export of fresh and preserved meat to France fell off very much in consequence of the application of the general tariff in that country.

The importation of live cattle diminished very much in 1892. The figures under this head appear to fluctuate considerably, and to depend in a great measure upon the abundance or deficiency of hay, &c., as well as upon the general prosperity of the people. The following are the values of the live cattle imported during the last 8 years:—

Year.						Value.
						£
1885.	..	..	..	..	..	885,600
1886..	..	..	..	..	..	1,278,400
1887..	..	..	..	..	..	1,813,200
1888..	..	..	..	..	..	918,000
1889..	..	..	..	..	..	1,300,400
1890..	..	..	..	..	..	1,574,400
1891..	..	..	..	..	..	1,292,400
1892..	..	..	..	..	..	920,400

The import of horses shows but little variation; it is slowly rising, and increased slightly in 1892. The same remark holds good as regards sheep; but the importation of pigs fell considerably, and amounted to only 253,200*l.* in 1892, being less than half the figure for 1890, which was 540,600*l.*

The prospects for 1893 are even worse for cattle than they were in 1892. There appears to be no doubt that the consumption of meat by the poorer classes, which had grown immensely during the prosperous times of 1888, 1889, and 1890, has received a severe check, and has fallen off again in a remarkable degree.

On the other hand, the export of cattle goes on increasing, and the prices received improve. This is due to the fact that Switzerland exports almost exclusively animals for breeding and farming purposes, and imports cattle for butchers' meat.

The export of butter to Paris increased in spite of the hostile French tariff, as also did the export of condensed milk. The value of dairy produce exported in 1892 was 2,333,200*l.*—this

figure includes the prepared milk foods, the trade in which did not increase appreciably. The imports of butter and cheese fell off, especially that of butter.

Artificial
manures.

A most remarkable expansion is visible in the trade in artificial manures. These are largely imported through Germany, and the increase in the Swiss customs duty on this article was met by an even greater diminution in the rates charged for carriage on the German railways, the amount imported was about double what it had been 5 years previously in 1888.

English trade.

The following figures give the value of the import and export trade of Switzerland with England during the years 1890-92 :—

Year.	Value.	
	Imports.	Exports.
	£	£
1890.. .. .	2,096,000	4,260,000
1891.. .. .	1,854,400	4,524,000
1892.. .. .	1,670,000	4,696,000

While the imports from England are falling the exports from Switzerland are rising.

The value of the cotton imported was 44,000*l.* less than in 1891; this is largely owing to the change of fashion having caused the demand for English cambric for embroidery in Switzerland to cease. The import of tulle for embroidery increased, but the amount of cotton threads and cotton tissues imported diminished largely.

The large diminution in the importation of English flax and jute (34,800*l.*), and of woollen goods (45,080*l.*), is probably almost entirely due to the enforcement of the higher Swiss customs tariff, and this was also the cause of the immense fall in woollen confections imported from England, a fall of more than 52 per cent. in value, and of 63 per cent. in quantity. Toilet soaps also suffered for the same reason.

The value of iron imported increased by 156,000*l.*, while that of velocipedes increased 16,000*l.*, and horses about 4,000*l.*

The increase of 172,000*l.* in Swiss exports to England is attributable principally to the large increase in silk tissues and ribbons, which are now practically excluded from the French markets. Boots, colours, machinery, cheese, and chocolate are mainly responsible for the rest of the increase. Watches for England fell off by about 80,000*l.*; and fine straw plait and cotton tissues also showed a diminution.

Trade with
British India

The apparent increase of 42 per cent. in the Swiss imports from British India is entirely due to the more exact declaration of the country of origin of imported goods. The imports of cotton, rice, and wheat fell slightly, while the diminution in the value of

watches and coloured cottons exported to India was more than compensated by the increase in that of woven embroideries, silk tissues, and aniline dyes.

This diminution in the export of printed cotton goods is attributable to the abandonment of the system of "temporary admission," by which British grey cotton goods imported for subsequent treatment in Switzerland and re-exportation to the East were freely admitted; whereas now a prohibitive duty is imposed, with the result that one-half of the cotton printing population of the canton of Glarus is thrown out of work, and the Swiss trade to India is supplanted by that of Germany.

The enormous diminution in the Swiss export trade with French trade. France, amounting to nearly 1,000,000*l.* for the year, or a loss of nearly one-fifth, as compared with the trade of 1891 (about 5,000,000*l.*), is the direct result of the present tariff war between the two countries. If the export trade with France is left out of account for the 2 years, the Swiss export trade of 1892 shows an improvement to the extent of 340,000*l.* over that of 1891.

England, the United States, and South America each gained about an equal share (some 175,000*l.*) of the increased Swiss export trade, while Germany, Italy, and Belgium all lose small amounts, which may, however, be put down to the new method of declaring the country of ultimate destination of the goods exported.

With regard to the effect of the imposition of the French Results of French tariff. general tariff on Swiss exports to that country in 1892, a careful analysis of the various classes of goods exported shows that the most important articles upon which the application of this tariff has caused the duties to be raised much higher than they were before, account for a diminution of rather more than 1,000,000*l.* in the year, whereas a slight increase in the duties upon analogous goods is responsible for a diminution of only 80,000*l.* in the amount exported. Thus silk and silk confections, excluding half silk ribbons, fell off to the extent of nearly 500,000*l.*; cotton and cotton threads, tissues and embroideries lost about 165,000*l.*; watches more than 80,000*l.*; timber and wood 63,000*l.*; cheese 23,000*l.*; fresh meat 20,000*l.*; cattle also 20,000*l.*; as well as many minor classes of goods.

Those goods on which the duties charged under the general tariff are identical with those charged under the tariff previously in force, show an increase for the year of more than 120,000*l.* Half silk ribbons are the most considerable item in this class, with an increase of about 94,500*l.*

Turning to the import trade from France, and putting aside Imports from France. the amount due to the changed conditions under which declarations of the country of origin are now made, the effective diminution appears to be about 250,000*l.* French statistics would tend to show that the import trade has not diminished, but the Swiss authorities point out that the quantities of goods received are undoubtedly less than they were in 1891, and that the French valuation of these goods being a higher one than in

the previous year, their statistics show an increase of exports to Switzerland, whereas it is certainly the case that the Swiss imports from France have seriously diminished.

Customs
receipts.

The custom-house receipts for the year amounted to 1,440,000*l.*, being an increase of 180,000*l.* over those of the previous year. This is the result of the new Swiss conventional tariff, which came into force on February 1, 1892, and also of the general tariff being applied to Portugal, and to Italy from February 13 to June 18. Extraordinarily large quantities of goods, however, entered Switzerland in January, 1892, under the old tariff, so that the full effect of the new one will only be apparent in 1893.

Wine, sugar, cereals, and spirits still retain their pre-eminence as before in providing the customs revenue: cattle fell off, but tobacco has returned to its normal position, while the higher duties have also increased the yield from woollen tissues and "confections." The eight classes of goods above enumerated produced together more than half the customs revenue of the year; wrought iron, vehicles, and fruits are the other most important articles from which an increased yield has been obtained.

On the whole, the increased and, as regards many classes of goods, distinctly protective customs duties which came into force during the year 1892 do not appear to have unduly checked the year's import trade. The diminution which took place was due to hard times generally, and to the consequently diminished purchasing power of the people; the importation of cotton, as has been already pointed out, fell off, and that largely in consequence of the fall in the export trade, the manufacturers not requiring the materials in such quantities to prepare for foreign markets.

France and
the export
trade.

On the other hand, the diminished export trade is attributed entirely to the action of France. The loss of French trade was greater than the total loss of the year, or, in other words, the export trade to the rest of the world showed an increase over that of the previous year.

Trade with
France in
1893.

This decrease of exportation to France has continued in 1893 in a still more marked degree. A notice recently published with the return of the principal imports and exports of Switzerland during the third quarter of 1893 points out that the diminution in the exports to France for the months of July, August, and September is equivalent to more than 40 per cent. of the average of the exports to that country in 1890 and 1891, before the hostile tariff was in force. The only important class of goods which shows an increase is machinery. Cotton goods show a decrease of nearly 70 per cent., silk goods 61 per cent., "confections" 70 per cent., watches 55 per cent., and so on, the actual diminution in the value of exports to France in the first nine months of 1893 is calculated to be 800,000*l.*

As regards Swiss imports from France, it appears that, taking the principal classes of goods (amounting to about one-half of the total imports) into consideration, the diminution in the third

quarter of 1893 amounted to 68·63 per cent., against 70·6 per cent. for the first six months of the year.

This apparent slight amelioration in favour of France is entirely due to the differential treatment of goods from the free zones of Gex and Haute-Savoie, which treatment has been in force since June 1 last. Deducting the increase of importation of cattle (nearly 38,000L.) and of wine (about 2,000L.) from these zones, the actual diminution of Swiss importation from France amounts to 73·3 per cent. for the third quarter of this year, an even greater diminution than that of 70·6 per cent. for the first two quarters. The diminution affects principally silk and woollen goods and "confections."

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 1 | 94—H & S 1677)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1159.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TRIPOLI.

REPORT FOR THE YEARS 1891-92
ON THE
TRADE OF BENGAZI.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 903.

*Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—46.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1043. Algiers	2½d.	1101. Shanghai	2d.
1044. Hankow	1½d.	1102. Jeddah	½d.
1045. Nantes	1½d.	1103. Chicago	3d.
1046. Belgrade	2d.	1104. Erzeroum	½d.
1047. Fiume	1d.	1105. Loanda	3d.
1048. Wuhu.. ..	1d.	1106. Macao	½d.
1049. Cagliari	1d.	1107. Canton	1d.
1050. Erzeroum	1d.	1108. Paramaribo	1½d.
1051. Syra	1d.	1109. Tunis.. ..	1½d.
1052. Cherbourg	1d.	1110. Sofia	3d.
1053. Lima	1d.	1111. Brunei	1½d.
1054. Bilbao	1½d.	1112. Athens	2½d.
1055. Cadiz	2d.	1113. Alexandria	2d.
1056. Corunna	2½d.	1114. Vienna	1d.
1057. Saigon	1d.	1115. Stettin	2½d.
1058. Port-au-Prince	1d.	1116. Berne	1d.
1059. Trebizond	1d.	1117. Palermo	2½d.
1060. Barcelona	1½d.	1118. Tokio.. ..	1½d.
1061. Tainan	1d.	1119. St. Petersburg	3d.
1062. Smyrna	1½d.	1120. Teneriffe	1d.
1063. Old Calabar	½d.	1121. P'amascus	1d.
1064. Samoa	½d.	1122. Naples	2d.
1065. Tahiti.. ..	1d.	1123. Hakodate	1d.
1066. Chetoo	6d.	1124. Montevideo	2½d.
1067. Gothenburg	2d.	1125. Stockholm	1½d.
1068. Buenos Ayres	1½d.	1126. Dantzic	2d.
1069. Loanda	1½d.	1127. The Hague	1½d.
1070. Guatemala	1d.	1128. Odessa	1d.
1071. Zanzibar	1d.	1129. Berne.. ..	1½d.
1072. Charleston	2½d.	1130. Malaga	3d.
1073. Nice	1d.	1131. Rome.. ..	2½d.
1074. Caracas	1d.	1132. St. Jago de Cuba	4½d.
1075. Lisbon	2d.	1133. Munich	1½d.
1076. Calais.. ..	2d.	1134. Meshed	1d.
1077. Rio Grande do Sul	5½d.	1135. Guayaquil	½d.
1078. Philadelphia.. ..	2½d.	1136. Rio de Janeiro	4½d.
1079. Brindisi	2d.	1137. Tonga	1d.
1080. New York	2d.	1138. Copenhagen	1d.
1081. San Francisco	1½d.	1139. Tangier	1½d.
1082. Frankfort	4d.	1140. Buenos Ayres	2½d.
1083. Hiogo	1½d.	1141. Para	1d.
1084. Tokio.. ..	1½d.	1142. Baghdad and Bussorah	1½d.
1085. Amsterdam	1d.	1143. Christiania	5½d.
1086. San Francisco	3d.	1144. Old Calabar	2d.
1087. Bangkok	½d.	1145. Trieste	1½d.
1088. Soul	1½d.	1146. Quito.. ..	1d.
1089. Chiengmai	1d.	1147. Buenos Ayres	6d.
1090. Copenhagen	½d.	1148. Bogotá	1d.
1091. New Caledonia	½d.	1149. The Hague	2d.
1092. Bushire	2d.	1150. Mexico	2½d.
1093. Tamsui	1d.	1151. Florence	1d.
1094. Dunkirk	1d.	1152. Calais.. ..	1d.
1095. Port Said	1d.	1153. Lorenzo Marques	1½d.
1096. Guatemala	½d.	1154. Patras	1d.
1097. Chungking	9d.	1155. Taganrog	1d.
1098. Nagasaki	1d.	1156. Stockholm	1d.
1099. Constantinople	2d.	1157. Washington	2d.
1100. Buenos Ayres	½d.	1158. Paris	1½d.

No. 1159.

Reference to previous Report, Annual Series No. 903.

TRIPOLI.

BENGAZI.

Consul Alvarez to the Earl of Rosebery.

My Lord, Bengazi, February 11, 1893.
I HAVE the honour to transmit herewith my Report on the
Trade and Commerce of Bengazi for the years 1891-92.
I have, &c.
(Signed) JUSTIN ALVAREZ.

Report on the Trade and Commerce of Bengazi for the Years
1891-92.

ABSTRACT of Contents.

	PAGE
Shipping and navigation	1
Imports	3
Exports	5
Trade	6
Locusts	6
Exchange	6
Salt	7
Sponge fishery	8
Tobacco	9
Public works	9

Shipping and Navigation.

The total number of vessels of different nationalities which entered and cleared from the port of Bengazi, during the year 1891 was 789, of 56,714 tons, showing an increase of 61 vessels and 9,180 tons as compared with 1890. Of these, 56 were steamers of 38,694 tons, and 733 sailing vessels of 18,020 tons. While as compared with the previous year there is a perceptible (1470)

General
remarks.

increase in the number and tonnage of steamers, this increase is still more marked in those of sailing vessels.

British and
foreign
tonnage.

The tonnage under the British flag of 22 vessels was 5,904 tons. With the exception of a schooner of 86 tons, all these were steamers, showing a slight decrease in number and 965 tons less than in 1890.

The proportion to the total tonnage was about $10\frac{3}{4}$ per cent. as against about $14\frac{1}{4}$ per cent. in the previous year.

Tonnage under the Ottoman flag of 301 vessels was 41,574 tons, representing about 73 per cent. of the whole, a slight increase on the proportion for 1890, which was a fraction under 72 per cent. There were 35 steamers of 32,876 tons, and 266 sailing vessels of 8,698 tons.

The tonnage under the Greek flag of 458 sailing vessels was 8,912 tons, showing an increase as compared with the previous year of 56 vessels and 4,075 tons, representing about $15\frac{1}{2}$ per cent. of the whole tonnage, an increase of 6 per cent. as compared with that of the year 1890.

The Tunisian vessels and Italian vessels were seven and one in number, of respectively 320 tons and 4 tons burden, all small schooners.

Average
tonnage.

The average tonnage of British vessels was 268 tons, that of the navigation in general over 71 tons.

General
remarks.

In 1892, 925 vessels, of 74,123 tons, belonging to various nationalities passed through this port, showing, as compared with the previous year, an increase in vessels of 136, and in tonnage of 17,409 tons. Of these vessels 93 were steamers, of 51,612 tons, and 832 sailing vessels, of 22,511 tons. In the case of the latter an increase of over 13 per cent. in their number, and of over 24 per cent. in tonnage is to be noted, while in that of the former the increase is still more remarkable, being over 60 per cent. in number of vessels and over 30 per cent. in tonnage.

British and
foreign
tonnage.

The tonnage under the British flag of 30 steamers and 2 schooners, of 86 tons each, was 11,276 tons. Compared with the previous year there was an increase of 10 vessels and of 5,372 tons, due to the arrival of several steamers of much higher tonnage than those which usually frequent this port. The proportion to the total tonnage was nearly $15\frac{1}{2}$ per cent. as against $10\frac{3}{4}$ per cent. in the former year.

The tonnage under the Ottoman flag of 436 vessels was 44,346 tons, over 57 per cent. of the whole, a decrease of about 16 per cent. as compared with the proportion for the previous year. There were 51 steamers of 33,877 tons, and 385 sailing vessels of 10,469 tons.

The tonnage under the Greek flag takes the third place this year, as it amounts to 10,989 tons, of 1 steamer and 431 sailing vessels, representing slightly over 14 per cent. of the whole.

Nine Austro-Hungarian steamers of 5,040 tons, or more than 6 per cent. of the total tonnage, visited this port last year, as did one Spanish steamer and one Italian steamer of 620 tons and 391 tons respectively.

12 Samiote barques of 1,324 tons, 1 Montenegrin barque of 62 tons, and another flying the Jerusalem flag of 75 tons also visited Bengazi.

The average tonnage of British vessels was 352½ tons, that of the navigation in general slightly over 80 tons, in the former case a considerable, in the latter a slight increase on that of 1891. Average tonnage.

Imports.

From a variety of causes, foremost among which is the difficulty, not to say impossibility, of obtaining reliable statistics of an official character in this province, the amount and nature of imports can only be roughly and approximately stated, and the same may be said in the case of exports.

Such returns of articles of import of animals and articles exported as were inclosed in my report on the trade and commerce of Bengazi for the years 1889-90 were compiled and obtained under exceptional circumstances.

In 1891 the following articles of the estimated value of 190,000*l.* were imported into Bengazi:—

Articles.	Port or Country of Origin.
Barley	Mesurata and Tripoli
Barracans .. .. .	.. .. .
Butter, &c. .. .. .	.. .. .
Caps, red (fezzes)	Constantinople and Tunis
" white	Tripoli and Tunis
Cloth	England, France, and Tripoli
Coal	Malta (England) and Alexandria
Coffee	Canea and Malta
Cotton goods	England, France, and Tripoli
Dates	Mesurata and Tripoli
Drugs, medicines, and perfumes	Malta and Canea
Gunpowder	Unknown (contraband)
Iron and copper	England, Sweden, France, Malta
Leather	Egypt, Marseilles, and Syra
Matting	Mesurata
Oil	Crete, Marseilles, and Tunisia
Petroleum	Batoum and America (via Canea and Malta)
Potatoes	Malta, Tripoli, and Canea
Rice	Egypt, Malta, Constantinople
Soap	Candia and Tunisia
Sugar	Malta, Canea, &c.
Tea	England, Malta
Timber	Malta, Fiume, Trieste, Venice
Tobacco	Canea, Malta, Constantinople, Egypt
Vegetables and dried fruit	Crete, Malta, Tripoli
Wines and spirits	Crete, Italy, Malta
Woollen goods	England, Tripoli, Tunisia
Miscellaneous .. .. .	.. .. .

An unusually large quantity of gunpowder was smuggled into the country during the latter half of the year, but of this the (1470) A 3

greater portion was discovered and confiscated by the local government.

RETURN of Imports into Bengazi during the Year 1892.

Articles.	Port or Country of Origin.
Barley	Constantinople, Salonica, Smyrna
Barracans	Mesurata and Tripoli
Candles, &c.	Canea, Malta, and Tripoli
Caps, red (fezzes)	Constantinople, Tripoli, and Tunis
" white	
Clothes	Malta
Coal	England, Malta, and Alexandria
Coffee	Canea and Malta
Cotton goods	England, France, Alexandria, Tripoli
Dates	Mesurata, Tripoli, and Tunis
Drugs, perfumes and medicines	Malta, Canea, Tripoli, and Mesurata
Earthenware	Malta
Flour	Constantinople, Salonica, Smyrna, Malta
Furniture	Malta
Hides	Alexandria, Tripoli
Iron and copper	England, France, Malta, Tripoli
Leather	Egypt, Malta, and Syra
Maize	Smyrna, Alexandria, Tripoli, Malta
Matting	Mesurata
Oil	Crete, Malta, and Tripoli
Potatoes	Malta, Mesurata, and Tripoli
Rice	Constantinople, Egypt, and Canea
Silks	Alexandria
Soap	Candia, Malta, and Mesurata
Sugar	Malta, Canea, &c.
Tea	England, Malta, Tripoli, Alexandria
Timber	Malta and Canea, Alexandria
Tobacco	Canea, Malta, and Tripoli
Vegetables and dried fruit	Crete, Malta, Smyrna, Tripoli
Wheat	Alexandria, Malta, Tripoli
Wines and spirits	Canea, Malta
Woollen goods	England, Tripoli
Miscellaneous	..

During the year, owing to the great distress caused by the famine among the poorer Arabs, a large quantity of cereals, chiefly barley and maize, had to be imported. Such was the scarcity of barley, a staple article of food at Bengazi, that its price in February last year went up to 85 piastres the sah (the sah equals 23·215 gallons) an advance on prices in the previous year of 34 piastres, and although this famine price subsequently fell to 60 piastres, and towards the end of August to 57 piastres, much higher prices than those obtained in the previous year have invariably ruled. From the same cause there was a considerable decrease in the demand for articles of foreign production, such as cotton and woollen goods, but, as may well be imagined, an increase in that for provisions, though of an inferior quality to that usually imported.

Exports.

Exports.

RETURN of Exports from Bengazi during the Year 1891.

Articles.	Port or Country of Destination.
Butter, &c.	Crete, Egypt, Malta, Smyrna
Canes	Alexandria
Charcoal	Canea, Malta, Tripoli
Hides	Malta, France, Tunisia
Ivory	England, viâ Malta
Madder	Alexandria
Ostrich feathers	England and France
Salt	Syra and other parts of Turkey
Sponges	Crete and Greece
Wool	Tripoli and Malta
Miscellaneous	..

The exportation of cattle this year was unusually large, owing to the comparatively slight quantity of rain which fell during the winter months, and the consequent absence of pasturage. It is computed that not less than 19,000 cattle, or more than twice the number exported in 1890, were sent to Malta, Canea, and Alexandria, while about 400 horses and over 8,000 sheep were sent to the same ports by sea, a still greater quantity of sheep going to Egypt by land.

From February to November, 1892, the export of animals continued to be extremely brisk on account of the unusually mild and dry winter, and the necessity the owners were under of selling at any price. Freights, however, were much lower this year, on account of the competition for custom between the agents of the various steamers, mostly British, which the large export of cattle attracted to this port.

TABLE showing the Destination of the Various Articles Exported from Bengazi during the Year 1892.

Articles.	Port or Country of Destination.
Barracans, &c.	Alexandria
Canes	..
Charcoal	Canea, Malta, Tripoli
Hides	Malta, France, Tunisia
Ivory	England, viâ Malta
Madder	Alexandria
Ostrich feathers	England and France
Salt	Various provinces of Turkey
Sponges	Crete, Greece, Malta
Horsehair	Malta
Mats, coloured	Alexandria
Wool	Tripoli and Malta
Miscellaneous	..

Trade.

Notwithstanding the large export of cattle in both years and the increase in the value of imports, trade can hardly be said to be satisfactory, as this apparent improvement of business is entirely due to the necessitous condition of local holders, brought about by the failure of the crops. With the exception of provisions of every kind, which have become much dearer, prices of foreign articles have fallen generally, and several years must elapse before this country can recover from the effects of the famine. Another Manchester firm has started an agency here, and since the spring of 1891 has made large consignments of cotton and other goods.

There is a considerable trade carried on with Waday and countries adjacent thereto in the interior of Africa by means of caravans, which bring to this port large quantities of ivory and ostrich feathers, taking in exchange chiefly British cotton goods, such as white and blue calicoes, long cloth, dark and light blue madapolams, &c., prints, incense, cloves, tea, and sugar. But towards the close of 1891 this traffic began to be endangered owing to the attacks of tribes which the action of the Bengazi local authorities had driven into revolt, and since then several caravans have been partially plundered. The caravan route from Derna to Egypt is also rather unsafe for similar reasons.

Locusts.

Although the locusts again made their appearance in the spring of 1891, the vicinity of Bengazi remained free from them, and the damage done was insignificant compared with that inflicted on the country in the previous year. In March, 1892, a certain quantity of locusts' eggs were destroyed by the Arabs, who, warned by experience, were not so apathetic as on former occasions.

Exchange.

Exchange during 1891 up to the latter part of November was steady at the following rates:—

Coin.					Piastres.
Sovereign	..	..	..	..	142
Ottoman lira	..	..	..	..	130
Napoleon	..	..	..	..	114
Five-franc piece (silver)	..	..	..	..	27½
Mejidie	..	..	..	..	24
Maria Theresa (dollar)	..	..	..	..	22

But at that date the value of the sovereign rose from 142 pias. to 143½ pias., on account of the demand for English gold on the part of dealers in Alexandrian rice, and although this rise only lasted for a couple of months the money market was not so steady as before. The fluctuations became more marked in the month of August, in the beginning of which, owing to the importation of a large number of Maria Theresa dollars, locally known as Buthoyras, from Alexandria, gold was much in demand. The sovereign again rose to 143½ pias. and 145 pias., the Ottoman lira to 132 pias., and the Napoleon to 116 pias. The arbitrary inter-

ference of the local Government contributed to the maintenance of the disturbed state of the money market. The sovereign in the course of the following month rose to 15½ pias., the Napoleon from 117 pias. gradually to 121 pias., and the Mejidie to 26 pias.

The price of everything rose proportionately, and although the value of the Buthoyra fell on September 24 to 20 pias. there was no corresponding reduction of prices. By October 1 the sovereign had fallen to 142½ pias., the Ottoman lira to 130 pias., and the Napoleon to 114 or 114½ pias., and the Mejidie to 24 pias., and notwithstanding the dearth of gold in the country, which was very marked at the end of the year, no change has been made in these normal rates.

Through the kindness of Chabert Effendi, Inspector of the ^{Salt} Ottoman Public Debt for Tripolitania, I have received the accompanying statistics and information respecting the extract of salt at Bengazi.

Crystallisation of the salt begins at the commencement of July, and is complete towards the end of August, when the authorities settle the cost of extraction and the price to be paid for the transport of the salt with the foreman of the gangs of workmen chosen from each of the Bengazi clans. The claim allotted to each tribe is carefully marked out to prevent disputes. The extraction of the salt usually begins between September 16 and October 1, the salt being left at the saline for a week or a fortnight to dry. It is then transported to the place where the pyramid is to be built after the ground has been carefully levelled. The crust is then scraped and all impurities removed, and finally the salt is evenly distributed from the panniers on the backs of camels so as to form an incline of a breadth which gradually narrows until the apex is reached. On account of the quantity of picric acid it contains the salt requires to be left for a year or so before it loses its bitterness.

Formerly when the formation of the salt pyramids was entrusted to the custom-house, wood fires were kept up to burn the crust so as to prevent the entry of rain-water, and these gave the pyramids their black colour. This process has been abandoned by the Public Debt Administration on account of its expensiveness and inefficacy. The loss by evaporation and formation of crust used to be as much as 10 or 15 per cent., but has since been reduced to 3 per cent. or less.

The expense of transport from the pyramid to the vessel taking a cargo of salt ranges from 10 or 12 pias. to 14 pias. Bengazi currency per ton for buyers making ready-money payments.

STATISTICS showing the Quantity of Salt Extracted and Disposed of by Sale or Storage on behalf of the Administration, and the Receipts for 8 Financial Years 1884 (1300) to 1892 (1308).

Year.	Extracted.		Disposed of—			
			By Sale.		In Store.	Total.
	Kilos.	gr.	Kilos.	gr.	Kilos.	Kilos. gr.
1884-85 (1300)	8,397,540	750	11,491,351	000	115,812	11,607,163 000
1885-86 (1301)	20,627,882	280	14,141,436	250	...	14,141,436 250
1886-87 (1302)	8,978,833	800	11,993,537	942	163,000	12,161,537 942
1887-88 (1303)	11,608,899	862	13,477,282	000	400,000	13,877,282 000
1888-89 (1304)	12,793,755	730	11,253,176	500	410,000	11,663,176 500
1889-90 (1305)	11,014,364	317	9,609,428	500	400,000	10,009,428 500
1890-91 (1306)	22,222,938	000	7,037,410	750	4,280,000	11,371,410 750
1891-92 (1307)	15,265,290	000	6,388,740	390	9,063,000	15,451,740 390
Total ...	110,909,494	759	85,452,363	332	14,836,812	100,289,175 332

Year.	Directorate of Bengazî.		Agency at Derna.		Harcura.	Total Revenue and Fines.
	Revenue.	Fines.	Revenue.	Fines.	Revenue.	
	Kilos. gr.	Kilos. gr.	Kilos. gr.	Kilos. gr.	Kilos.	Kilos. gr.
1884-85 (1300)	4,021,716 65	244 80	6,544 80	52 00	112,350	4,140,908 25
1885-86 (1301)	4,949,593 81	126 00	4,970 20	...	30,030	4,984,720 1
1886-87 (1302)	4,197,816 73	...	181,506 53	116 67½	...	4,379,439 93½
1888-89 (1303)	4,719,031 42	...	213,511 00	80 80	...	4,937,643 22
1889-90 (1304)	3,939,235 3	...	2,781 40	20 00	...	3,942,036 43
1890-91 (1305)	3,360,432 50	564 00	3,829 00	...	...	3,364,875 50
1891-92 (1306)	2,484,374 5	68 80	32,247 40	...	...	2,516,690 25
1892-93 (1307)	2,286,655 80	243 7½	72,446 55	750 00	...	2,309,995 42½
Total ...	29,908,825 99	1,246 67½	522,836 88	1,019 47½	142,380	30,576,309 2

The above statistics show an average yield of 13,863,686 kilos. (13,640 tons 17 cwt.) per annum, nearly six-sevenths of which has been disposed of, and an annual revenue on the average of 3,822,038½ piastres (nearly 34,746L.). While for the last five years the yield has generally increased, a relatively considerable decrease in the amount sold during this period is to be noticed.

Sponge fishery.

In 1891 there was an increase in the number of sailing vessels and boats employed in this fishery, slight as regards those hailing from the Ottoman, and considerable in the case of those from the Greek Islands of the Archipelago. In the following year the reverse was the case, the Ottoman vessels having increased by nearly two-thirds their proportion of the previous year, while the Greek slightly decreased in number.

STATISTICS showing the respective Amounts of Revenue derived at Bengazi and Derna from the Sale of Sponge Fishing Licenses during the last Four Years.

Year.	Amount.		
	Bengazi.	Derna.	Total.
	Piastre.	Piastre.	Piastre.
1889-90 (1305)	108,000	4,800	112,800
1890-91 (1306)	205,900	9,600	215,500
1891-92 (1307)	277,400	19,600	207,000
1892-93 (1308)	203,600	4,800	208,400
Total	794,900	38,800	833,700

CLASSIFICATION of Vessels and Boats which come to Bengazi for the Sponge Fishery.

Year.	With Net.	With Machine.	With Harpoon.	With Divers.	With Dredgers.	Total.	Remarks.
	Number.	Number.	Number.	Number.	Number.	Number.	
1889-90 (1305) ...	...	29	35	...	...	67	} Those taking out licenses at Bengazi
1890-91 (1306) ...	...	49	122	...	1	172	
1891-92 (1307) ...	5	72	110	...	...	187	
1892-93 (1308) ...	...	49	117	...	...	166	
1889-90 (1305) ...	...	17	...	5	...	22	} Those arriving with licenses
1890-91 (1306) ..	...	21	...	15	2	38	
1891-92 (1307) ...	...	22	...	8	...	30	
1892-93 (1308) ...	...	26	...	13	6	45	
Grand total ...	5	285	387	41	9	727	

TABLE showing the Sales of Tobacco during the Financial Year 1891-92. Tobacco.

Place.	Tobacco for Smoking.		Tobacco for Chewing.		Snuff.	Total.	Value. ^a	
	Kilos.	gr.	Kilos.	gr.	Kilos.	gr.	Pias.	c.
Bengazi	14,405	100	2,829	375	786	300	18,020	775
Derna	3,166	150	150	0	118	825	3,434	975
Total	17,571	250	2,979	375	905	125	21,455	750
							604,166	25

Compared with the results obtained in the previous financial year 1890-91, when 17,954 kilos. were sold, realising 516,211 pias., an increase of over 17 per cent. in the amounts sold and realised is to be noticed.

Public Works.

The construction of the jetty referred to in my previous Report on the Trade and Commerce of Bengazi has been con- works : harbour.

tinued, and one of the two arms projected is, in spite of the various drawbacks, such as the enforced cessation of labour during the winter months, owing to the stormy weather, in a fair way towards completion. The construction of the other arm will be postponed until the completion of the first, and until the utility and force of resistance of the more exposed portion has been properly tested.

Railway.

For the purpose of transporting the large blocks of stone required for the further end of the breakwater, a railway nearly 6 kiloms. (4 miles) in length has been constructed from the quarries of Twyhad to the landing stage in front of the custom-house and on to the jetty's end. The rails made by the well-known English firm, Cockerill Brothers, of Seraing, were bought in England, and the locomotive in France. The line which is chiefly used for transport purposes has been in working order since December 1, 1892, and with all its appurtenances and the labour employed has cost about 8,600*l*.

No telegraph.

Without a telegraph Bengazi is completely isolated, and there can be no hope of any regular development of trade.

LONDON :

Printed for Her Majesty's Stationery Office,
BY HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 93—H & S 1470)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1293.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TUNIS.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF TUNIS (WITH PLAN OF PORT).

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1109.

*Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—180.]

Price Fourpence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1171. Guayaquil	1d.	1232. Odessa.. ..	2d.
1172. Riga	2d.	1233. Chicago	3d.
1173. Trebizond	1d.	1234. Taganrog	2½d.
1174. Havre	2½d.	1235. Ningpo	1d.
1175. Saigon.. ..	½d.	1236. Mannheim	1d.
1176. Baltimore	1½d.	1237. Dunkirk	1d.
1177. Brest	1d.	1238. Macao and Timor	1d.
1178. Buenos Ayres.. ..	½d.	1239. Madrid	½d.
1179. Adrianople	½d.	1240. Port-au-Prince	2d.
1180. Algiers	2½d.	1241. Frankfurt	3d.
1181. Boston	1d.	1242. Erzeroum	1d.
1182. Marseilles	1½d.	1243. Palermo	3½d.
1183. Warsaw	1d.	1244. Naples	1d.
1184. Piræus	1½d.	1245. Guatemala	1d.
1185. Callao.. ..	1d.	1246. Madrid	1d.
1186. Jerusalem	½d.	1247. Gothenburg	2d.
1187. Chefoo	1½d.	1248. Brindisi	2½d.
1188. Munich	2d.	1249. Fiume.. ..	2d.
1189. Resht	1d.	1250. Leghorn	2½d.
1190. Batavia	1½d.	1251. San Francisco	5½d.
1191. Batoum	1½d.	1252. Bushire	2d.
1192. Tainan	1d.	1253. Nagasaki	1d.
1193. Amoy	1d.	1254. Smyrna	1d.
1194. Zanzibar	4d.	1255. Yokohama	1½d.
1195. Corunna	2d.	1256. Stockholm	1½d.
1196. Algiers	15½d.	1257. Lisbon	1½d.
1197. Pakhoi	1d.	1258. Tientsin	1d.
1198. Nice	1½d.	1259. Port Said	1d.
1199. Kiungchow	1½d.	1260. Hiogo and Osaka	2½d.
1200. Aleppo	1d.	1261. Damascus	1d.
1201. Stettin	4½d.	1262. Samoa	½d.
1202. Swatow	1d.	1263. Rio Grande do Sul	2½d.
1203. Charleston	2½d.	1264. Jeddah	1d.
1204. Syra	1d.	1265. Vienna	3d.
1205. New Orleans	2½d.	1266. Shanghai	3d.
1206. Suakin	1½d.	1267. Bangkok	1½d.
1207. Caracas	1d.	1268. Meshed	1½d.
1208. Somali Coast	1d.	1269. Cadiz	2d.
1209. Nantes	1d.	1270. Cherbourg	1d.
1210. Tahiti	2d.	1271. Erzeroum	½d.
1211. Ichang	3½d.	1272. Christiania	5d.
1212. Wenchow	1d.	1273. Buda-Pesth	½d.
1213. Havana	2d.	1274. New York	8d.
1214. Cagliari	1d.	1275. St. Petersburg	7½d.
1215. Old Calabar	½d.	1276. Alexandria	1½d.
1216. Foochow	1d.	1277. Tokio	2½d.
1217. Wuhu	1d.	1278. Bilbao	3½d.
1218. Vera Cruz	1½d.	1279. Beyrout	6d.
1219. San José	1d.	1280. Pekin.. ..	2½d.
1220. Antwerp	1d.	1281. Salvador	1d.
1221. Mogador	2½d.	1282. Malaga	4d.
1222. Berlin.. ..	1½d.	1283. Buenos Ayres	8½d.
1223. Rome	1d.	1284. Canton	1d.
1224. Constantinople	6½d.	1285. Washington	4½d.
1225. Barcelona	2½d.	1286. Warsaw	½d.
1226. Madeira	5½d.	1287. Pekin.. ..	½d.
1227. Soul	1½d.	1288. Amsterdam	1d.
1228. Chinkiang	1d.	1289. Manila	2½d.
1229. Newchwang	1d.	1290. Bahia	1d.
1230. Chungking	1½d.	1291. Munich	1d.
1231. Hankow	1d.	1292. Trieste	1½d.

No. 1293.

Reference to previous Report, Annual Series No. 1109.

TUNIS.

TUNIS.

Consul-General Drummond-Hay to the Earl of Rosebery.

My Lord,

Tunis, August 29, 1893.

I HAVE the honour to enclose the Annual Report on the Trade of Tunis for the year 1892.

I have, &c.

(Signed) R. DRUMMOND-HAY.

Report on the Trade and Commerce of Tunis for the Year 1892.

ABSTRACT of Contents.

	PAGE
Review of trade	1
Alterations in statistics	2
Imports and exports	2
Imports	2
Cotton tissue trade crisis	3
Exports	5
Shipping and navigation	8
New port of Tunis	9
Plan of port	9
Submarine cable Marseilles-Tunis	10

Trade and Commerce.

The year 1892 was remarkable for a general depression in the General Tunisian trade. This was attributable in a large measure to the partial failure of the grain and olive crops in the principal agricultural districts of the regency, and, as was predicted in my reports for 1890 and 1891, to an exaggerated competition in British cotton goods, which led to a grave crisis, inflicting heavy losses upon many leading houses.

(1622)

Imports and
exports.

The value of the imports in 1892 amounted to 1,572,905*l.*, compared with the previous year shows a decrease of 15,224*l.* The returns of exports fell from 1,825,789*l.* to 1,488,100*l.*

The trade chiefly affected by the diminution in the imports was that with Great Britain, but there was a general falling-off in the export trade with all countries.

German,
Swiss,
Austrian, and
British transit
goods classed
as imports
from France
or Italy.

It is necessary to point out, as I have already done on previous occasions, that a large quantity of German, Swiss, and Austrian, including a portion of British goods, are shipped in transit from France and Italy in the vessels of these countries, and classed on arrival in Tunis as French or Italian goods.

The figures in the statistics representing the trade with such countries would therefore, on the deduction of the value of transit goods, be considerably diminished.

Alterations in Statistics.

Alterations in
the statistics
of 1892.

Owing to alterations made by the Tunisian Government in the publication of the statistics of trade for 1892, several articles have appeared in the annexed returns of imports and exports which were previously either grouped under a separate heading or included in the "sundries."

They have now been divided and enumerated separately. These changes account for the blank spaces that occur in the corresponding lists of several articles for the year 1891.

Imports.

Alcohol.

The article alcohol, valued at 28,826*l.*, was included in the returns for 1891 under the heading of wines and spirits, 77,155*l.* The countries chiefly interested in this trade are Austria and France, but especially the former.

Barley.

In consequence of the drought in the southern districts of the regency, a quantity of barley was imported, valued at 14,113*l.*, of which 9,602*l.* came from Russia.

Building
materials.

The development of the European quarters of Tunis and many other towns in the regency increases the demand for building materials. They consist of bricks, tiles, stone, lime, cement, and plaster, valued at 31,970*l.* With the exception of cut stone from Malta and Italy, and of Neapolitan tiles, these articles are imported from France.

Coals.

The amount of British coal imported direct from England is valued at about 13,564*l.*, representing more than half the total importation, although a decrease of over 4,000*l.* on that of the previous year.

The importation of French coal has, on the other hand, increased, the returns for 1893 having more than doubled.

A considerable quantity of British coal is also shipped to Tunis in French vessels from the depôts at Algiers.

In the returns for 1891 coffee was not specified separately, but was included in those of sugar, coffee, and pepper ("denrées coloniales"). The bulk of this article, valued at 30,465*l.*, is imported from France and Italy. Coffee.

The returns show a marked falling-off in the value of the cotton tissue imports from 336,984*l.* in 1891 to 193,158*l.* in 1892. The British share in the trade was represented by about 261,751*l.* in the former and 148,697*l.* in the latter year. Cotton tissues. Remarkable falling-off in the trade.

This remarkable diminution amounting to about 113,054*l.* is a branch of commerce where over two-thirds is monopolised by British wares, was brought about by a crisis without parallel in the records of Tunisian commerce. Grave crisis.

The merchants in Tunis engaged in the trade have suffered severely from the blow, and failures have been numerous. Numerous failures in Tunis.

The losses thus occasioned to British houses are the consequences of overtrading and of granting unreasonable credits to Tunisian firms. Consequences of over-trading and unreasonable credits.

The crisis which has been threatening the cotton-tissue trade for the past 3 years, and of which notice had been given in my reports, was precipitated by the failure of an Italian banking firm. Crisis was threatening for several years.

This had the effect of closing all discounting departments of public and private banking establishments, upon whom most of the houses were dependent in their transactions. Closing of discounting banks.

The number of solid houses in Tunis have thus been reduced to a very small figure, and British firms are now compelled to avoid accounts current, which were formerly granted with some facility to Tunisian merchants. Number of solid houses considerably reduced.

If firms interested in this branch of business will now profit by experience, and employ more cautious measures in their commercial dealings, there is no reason why the crisis should not be overcome, and the trade regain the predominant position it has always held in this country. British firms should be more cautious in their dealings.

The articles china and pottery come under the head of sundries in the returns of 1891, valued at 7,144*l.* They are chiefly of French and Italian manufacture. China and pottery.

Dried fruits, valued at 12,001*l.* against 10,317*l.* in 1891, were imported in large quantities from France and Italy, consisting especially of articles for table use. Fruit.

Glassware imports are valued at 12,122*l.* They comprise goods of French, Italian, Belgian, and Austrian manufacture. Glassware.

In the returns of 1892 tanned hides and skins are quoted separately from leather goods. Hides and skins and tanned leather goods.

It is, therefore, necessary, in comparing the returns, to add their respective values, in order to acquire a fair estimate.

The importation of tanned hides and skins is valued at 43,328*l.*, and of leather goods at 10,833*l.*, making a total of 54,161*l.* against 57,616*l.* in the preceding year.

The countries chiefly interested in this trade are Egypt, Italy, and France.

(1622)

Iron and steel bars, including rails.	Iron and steel bars, including rails, to the value of 17,615<i>l.</i>, were imported from Belgium, France, and other countries. The bulk of these imports were shipped from Antwerp by the Danish steamers which touch at that port. These articles were classed in my previous report under the heading of iron and other metals.
Linen and hemp textures.	Linen, hemp, and jute fabrics were imported to the value of 14,124<i>l.</i> in 1892 against 10,012<i>l.</i> in the preceding year. About two-thirds of these goods were shipped from Marseilles, and the remainder from Italy, Malta, and Belgium.
Machinery.	The decrease in the machinery returns from 21,932<i>l.</i> in 1891 to 17,735<i>l.</i>, may be attributed to the unsatisfactory state of agriculture in many parts of the country during 1892.
Marble.	Marble, which has not figured hitherto separately in the returns, is imported almost entirely from Italy, and consists of rough, worked, and sculptured qualities.
Potatoes.	Potatoes were imported in considerable quantities by farmers; the soil in some parts of the country being well adapted to their cultivation.
Metal goods.	Metal goods, valued at 140,900<i>l.</i>, include jewellery, gold and silver coins, watches, ironmongery, cutlery, and other goods in iron, steel, copper, zinc, lead, tin, &c. Although French imports figure higher than those of other countries in these articles, considerable quantities of British goods are imported from Malta, such as cutlery, ironmongery, copper, zinc, and tin goods.
Opening for British trade in metal goods.	The trade in such articles with Great Britain should now gradually develop itself with the advantages offered of direct steamship communication between the two countries. (See shipping and navigation.)
Oils, mineral.	The importation of mineral oils to the value of 13,551<i>l.</i>, an increase of 4,929<i>l.</i> on the returns of 1891, was mainly due to large consignments of Russian oil, representing more than half the value of the trade, notwithstanding that a belief was prevalent last year that American oils were regaining their supremacy in the Tunis market.
Large consignments of Russian oil.	
Flour, wheat, and semolina.	The articles flour, wheat, and semolina, valued respectively at 50,956<i>l.</i>, 12,005<i>l.</i>, and 133,412<i>l.</i>, show an increase on the returns of the previous year. This was mainly due to the demand in the Tunisian market consequent upon the exportation of large quantities of home produce, after an unsuccessful harvest.
Silk tissues.	Silk tissues of French, Egyptian, Tripolitan, and Algerian manufacture are valued at 18,272<i>l.</i>, of which 10,000<i>l.</i> represents the trade in French silks.
Sugar.	The sugar trade, valued at 77,361<i>l.</i>, is chiefly in Austrian and French productions. Raw sugar was imported from the latter county to the value of 12,420<i>l.</i>, and refined sugar in the following order:—

From—						Value.
						£
France	..	..	..	..	..	83,897
Austria	..	..	..	..	..	23,444
Malta	..	..	..	..	..	4,548

The remainder being divided between Belgium, Italy, and other countries.

The importation of wooden goods for building purposes from Sweden, Norway, Austria, France, and Italy, amounts to 47,902*l.*, a slight decrease on the returns of the preceding year. Timber for building purposes.

Swedish and Norwegian firms are represented both at Tunis and Sfax, and have succeeded in opening up a trade with fair prospects in direct shipments to Tunis.

Wine was included in the statistics for 1891 under the heading of wines and spirits. Wine

The bulk of ordinary red wines is imported from Sardinia and Sicily, and the remainder from France and Algeria, besides a certain quantity of full-bodied Spanish wines for the use of distilleries.

This branch of trade is, however, annually on the decrease, and will in due course have to cede to native productions.

There was a falling off in the returns of woollen fabrics from 47,282*l.* to 44,010*l.* Woollen fabrics.

This article is imported from France, Italy, Austria, and from Great Britain. Goods from the latter country reach Tunis in transit either over Marseilles or Malta. British and other woollen goods shipped in transit over Marseilles.

A quantity of woollen materials of North African manufacture are imported also from Algeria, Tripoli, &c.

The yarn trade valued at 20,904*l.* is in British, French, and Italian manufactures. Hemp and jute yarns are chiefly imported from Italy. Cotton yarns from Great Britain. Cord and twine from France, Italy, and Malta. Yarn.

Exports.

The quantity of barley exported during 1892 amounted to 169,886 quarters, valued at 176,318*l.* Compared with the exportation of the preceding year the returns show a decrease in value of 232,374*l.* This was attributable to an exceptionally poor harvest in the grain districts. Barley.

Since the establishment of the new Customs law in France favouring Tunisian products the barley trade with that country has increased considerably, and it is now in a position to compete with the Russian and Turkish productions which are subject to a duty of 3 fr. per 100 kilos. at French ports. Increase in exportation of barley to France.

There was a marked diminution in the export to Great Britain compared with previous years.

- Butter. Fresh and salt butter is exported to France and Algeria.
The returns for 1892 value the exportation at 1,416*l.*, against 1,760*l.* in the preceding year.
- Cattle. The exportation of cattle, valued at 26,445*l.* in the returns of 1891, was reduced to 14,959*l.*
The trade has been on the decrease for several years owing to the scarcity of cattle in the market.
The demand in Algeria and Malta has not lessened.
The trade in sheep and goats with Algeria amounted to 7,000*l.*, against 12,000*l.* in 1891.
- Cork and tan. The cork and tan export trades have prospects of great Development of the cork and tan trades. development now that the forests are under the management of the Government of the Protectorate.
The exportation of cork, which was almost nil in 1891, is quoted at 4,877*l.*, and that of tan has increased from 69,100*l.* to 99,964*l.* in 1892.
A quantity of tan extracted from the forests bordering Algeria crosses the frontiers to that country, and the rest is chiefly exported to Italy in Italian craft engaged in the sardine fisheries off Tabarca.
- Dates. The diminution in the value of the date export trade from 16,383*l.* in 1891 to 12,923*l.* in 1892, was undoubtedly due to the demand for home consumption consequent upon the failure of the grain crops.
- Esparto grass. The esparto grass trade continues to be monopolised by Great Britain. The returns for 1892 amounting to 76,820*l.* show an increase of 12,911*l.* on the exports of the previous year.
A comparison of the exportation to Great Britain for the same period shows 72,416*l.* in 1892, against 60,825*l.* in 1891.
This trade would develop largely and regain its former standing if it were not for a heavy export duty of 10*s.* 2*d.* per ton, which is persistently maintained by the Government.
- Slight increase in the esparto trade with Great Britain. Onerous export duty. Fish. In the return for 1891 the articles salted fish and tunny were grouped under one heading and valued at 27,063*l.* They are now quoted separately and valued respectively, salt fish, 22,585*l.*; tunny, 9,312*l.*, making a total of 31,897*l.*, and an increase of 4,834*l.* on the returns for 1891.
Two new tunny fisheries have been started, one at Ras el Djebel, close to Bizerta, and the other at Monastir.
The former is owned and worked by the proprietor of the Cape Bon fisheries, an Italian, and the latter has been taken over by a Frenchman.
These new undertakings have not, however, met with remarkable success since they were set on foot.
- Hides and skins. Hides and skins were exported to the value of 32,247*l.*, against 30,848*l.* in the preceding year.
Hides are shipped chiefly to Italy and goat-skins to France. A considerable portion of the latter article is re-exported from Marseilles to America.
- Horses and mules. A trade in horses and mules is carried on with Algeria, Italy, and Malta, valued in the returns at 7,828*l.*, against 3,615*l.* in 1891.

Zinc, the produce of Tunisian mines, is quoted separately in the returns for the first time, having attained a value of 9,806*l.*, against 187*l.* in 1891. The shipments were to Belgium. Zinc: a new article of export.

Olive oil, valued at 316,808*l.*, was exported, mainly to France, Olive oil. This trade has been developing steadily with that country since the introduction of the French customs laws favouring Tunisian products.

The exportation of oil to Great Britain, which had latterly fallen off, was considerably revived during the year, and its development should continue now that direct steam communication has been established between Liverpool and Tunis. Improvement in the oil trade with Great Britain.

As predicted in my report for 1891 the trade in olive husks, valued at 16,545*l.*, has more than doubled since that year. This article is, with trifling exceptions, shipped entirely to Marseilles. Olive husks.

Proper attention to the cultivation of oranges and lemons would in due course of time open up an important trade in this article, now quoted at 2,430*l.*, against 148*l.* in the returns for 1891. Oranges and lemons.

Pulse was mentioned in the returns for 1891 under the heading of dried vegetables, and was valued at 83,808*l.*

The exportation for 1892 amounted to 117,178*l.*, an increase of 33,870*l.* on the previous year.

The trade in this article, composed chiefly of beans, is with France and Algeria, and has nearly trebled in value since 1890.

The returns of cotton, silk, and woollen textures show a decrease from 42,329*l.* in 1891 to 32,593*l.* These goods are exported to Egypt, Tripoli, and Algeria. Tissues.

In the returns for 1891 cotton and silk tissues were under one heading.

The trade in soap of Tunisian manufacture increases annually. The chief shipments were to Malta, Italy, and Tripoli. Soap.

The sponge fisheries of Sfax and Kerkinah are now conducted under a reformed system of taxation. Judging by the returns of 1892 the trade appears to have profited by the new law. The exports are valued at 38,450*l.*, an increase of 9,338*l.* on the returns of the previous year. Washed sponges are chiefly shipped to France, and certain qualities to Malta, Austria, and Italy. Sponges: reformed system of taxation.

The partial failure of the grain crops in 1892 accounts for the decrease in the wheat exports from 635,880*l.* in 1891 to 320,498*l.* in 1892. Wheat.

The trade in Tunisian wine showed a marked improvement. The quantity shipped amounted to 47,502 hectolitres, against 14,760 hectolitres in the preceding year. Wine: marked improvement in the trade.

The exportation of 1892 is valued at 47,918*l.*

Wool exports continue to decline annually, having now fallen to the low figure of 7,790*l.* This trade was valued in 1889 at 44,375*l.* Wool.

Shipping and Navigation.

Annex C.

A fair comparison of the shipping returns of 1892 with those of 1891 cannot be made, as the latter represents a period of 15 months (explained in my report for that year), dating from October, 1890, to December, 1891.

Number and tonnage of ships entered.

The total number of ships that entered the ports of the regency during 1892 amounted to 9,442, with an aggregate tonnage of 1,893,100 tons, and carrying 207,160 tons of merchandise and 58,166 passengers, of whom 9,090 were military and 931 Mecca pilgrims.

Number and tonnage cleared.

The number and tonnage of ships and merchandise cleared and passengers embarked from Tunisian ports during the same period were as follows :—

Description.					Quantity.
Ships ..	..	..	..	Number ..	9,376
Tonnage ..	..	..	..	Tons ..	1,883,042
Merchandise ..	..	..	..	" ..	177,835
Passengers ..	..	..	..	Number ..	56,617

French and Italian steamship companies.

The navigation of Tunisian ports is principally in the hands of two French and Italian subsidised lines, "La Compagnie Générale Transatlantique" and the "Florio Rubattino Steamship Company."

During the past year the arrivals of French vessels were 1,610, of 1,111,834 aggregate tonnage, and of Italian 1,676, of 592,480 tons.

"La Compagnie Tonache de Navigation Mixte" has lately established regular weekly services between Tunis and Marseilles, and between Tunis and Algeria.

The ports are also visited occasionally by ships belonging to "La Société Générale des Transports Maritimes," &c.

Italian shipping.

A considerable portion of the Italian shipping is composed of sailing vessels trading from Sicily, Sardinia, and Naples, &c., besides many fishing smacks.

New Austro-Hungarian line of steamers.

Austro-Hungarian steamship navigation was represented for the first time by the Hungarian "Adria" Company's line, whose ships ply bi-monthly between Tunis and Trieste.

Danish line of steamers.

The Danish line of steamers of the "Det Forenede Dampskibs Selskab Cy.," referred to in previous reports, has now a fairly established fortnightly trade between Tunis, Antwerp, and Scandinavia, especially in iron and wooden goods.

Regular steamship communication established with Great Britain by Knott's Prince line of steamers.

Lastly, I am able to announce with satisfaction, the establishment this year of regular steamship communication between Tunis and Great Britain by Knott's Prince line of steamers.

They sail from Liverpool, touching at Antwerp, and, after discharging cargo at Tunis, proceed to Marseilles.

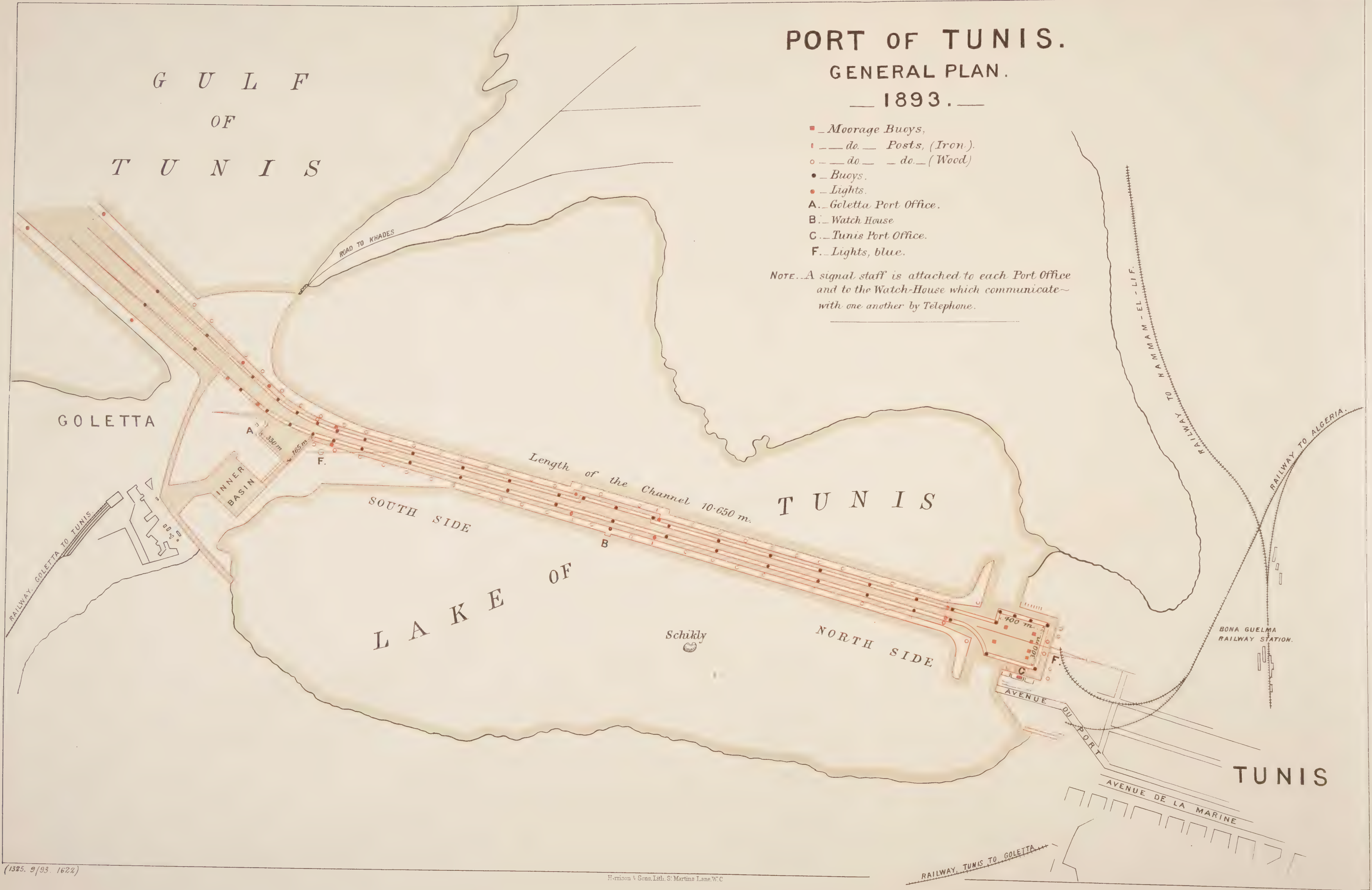
The depressed state of trade, owing to the partial failure of

GULF OF TUNIS

PORT OF TUNIS. GENERAL PLAN. — 1893. —

- — Moorage Buoys,
- do. — Posts, (Iron).
- — do. — do. (Wood)
- — Buoys.
- — Lights.
- A. — Goletta Port Office.
- B. — Watch House
- C. — Tunis Port Office.
- F. — Lights, blue.

NOTE. A signal staff is attached to each Port Office and to the Watch-House which communicate with one another by Telephone.



the crops and to other causes already mentioned in this report, do not tend to enhance the prospects of a commercial enterprise started under such conditions, but the crisis is merely transient, and with the aid of a fair agricultural year confidence will be restored in the country.

Depressed condition of commerce and prospects of improvement.

New Port of Tunis.

Tunis, hitherto known as an inland town, situated on a shallow lake, navigable only by small craft, has now become a seaport by the construction of a canal through the lake, placing it in communication with the Gulf of Tunis.

The undertaking was started in 1885 by "La Société des Batignolles," and was sufficiently completed this year to open the port to navigation. The formal inauguration took place on May 28 in the presence of the Bey, the French resident, the foreign representatives, and all the civil and military authorities of the place.

Completion of the canal. Inauguration of the new port.

Ships belonging to the French and Austrian lines have since then entered the Tunis basin regularly, but the Italian Rubattino line of steamers and many other vessels continue to load and discharge at Goletta.

Many ships have not taken advantage of the port.

A plan of the new port, giving a general idea of the dimensions of the canal and basin, position of lights, buoys, and moorage is annexed to this report.

The portion of the canal before entering the lake is 1,750 metres in length by 100 metres in breadth, and is dredged 6½ metres in depth from the lowest water-mark.

Dimensions of the canal.

Within the lake the canal is 8,900 metres in length, 30 metres in breadth, and 6½ metres in depth.

A space 500 metres long in the centre of the canal is widened to 45 metres.

The depth of Tunis basin is 6·50 metres, and the dimensions 400 metres by 300 metres.

Tunis basin.

The basin at Goletta is 2½ metres deep, and communicates with the basin of the old canal.

Goletta basin.

Buoys are anchored in pairs along the banks of the canal and the basins at distances of 400 metres on the outer entrance, of 200 metres on the curve, of 500 metres on the inner channel, and of 150 metres on the basin.

The canal is lighted on the following system:—

A fixed light is erected at the entrance of the northern jetty at Goletta on an iron pillar painted white about 11 metres above the surface of the sea, visible at 12 miles distance.

Jetty lights.

Four hundred metres inside the jetty a fixed light supported by a small tower in masonry about 6 metres high, and visible at a distance of 10 miles.

A fixed red light at the extremity of the southern jetty erected on a small stone tower about 6½ metres high, visible at a distance of 5 miles.

- Goletta light. On the land north of the canal and on the west side of the Goletta basin a fixed light is erected marking the axes of the eastern entrances of the channel.
- Tunis light. At the further end of the Tunis basin a light marks the axis of the channel from the west.
- Canal lights. Six pairs of lights on the northern and southern banks of the canal; the former are white and the latter red lights.
- Signals. A signal mast is erected on each of the port offices of Tunis and Goletta, and also on the guard-house at the centre of the canal.
- Telephonic communication. These three posts are in telephonic communication with one another.

Submarine Cable.

Submarine cable between Tunis and Marseilles. A submarine telegraph cable was laid in the commencement of this year between Marseilles and Tunis, and opened to the public on February 19. The cable passes close to Bizerta, but has not been landed for the present at that port.

Annex A.—TABLE showing the Total Value of all Articles Exported from and Imported to the Regency of Tunis from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain and Malta	142,734	265,780	230,671	349,662
France	1,082,794	1,297,270	937,553	876,650
Italy	123,911	135,297	186,918	157,422
Austria	2,958	1,301	63,659	71,025
Belgium	12,707	45,086	43,868	36,170
Other countries ..	122,996	81,055	110,236	97,200
Total	1,488,100	1,825,789	1,572,905	1,588,129

Annex B.—RETURN of Principal Articles of Import into the
Regency of Tunis during the Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
*Alcohol	28,826	..
Barley	14,113	..
Building materials	31,970	13,076
*China and pottery.. .. .	7,144	..
Coals	24,236	24,310
*Coffee	30,465	..
Cotton tissues	193,158	336,984
Drugs	14,522	14,320
Fish, preserved	4,911	3,306
Fruit, dried	12,001	10,317
Furniture	10,230	11,035
Glassware	12,122	..
*Hides and skins, tanned	43,328	57,616
*Iron and steel bars (including rails)	17,615	..
*Leather goods	10,833	..
Linen and hemp textures.. .. .	14,124	10,012
Machinery	17,735	21,932
Marble	4,657	..
*Metal goods	140,900	..
Oils, mineral	13,551	8,622
*Pepper	5,693	..
*Potatoes	9,092	..
*Semolina	133,412	..
Silk tissues.. .. .	18,272	15,933
*Silks, raw, milled, and dyed	42,350	..
*Sugar	77,361	..
Timber for building purposes	47,902	50,615
Wearing apparel	23,363	26,449
Wheat—		
Grain	12,005	27,747
Flour	50,956	157,965
*Wines	43,133	..
Woollen fabrics	47,282	44,010
Yarn	20,904	..
Sundries	394,739	753,880†
Total	1,572,905	1,588,129

* Articles marked with an asterisk (*) were under different headings in the return for 1891.

† This amount includes several articles not specified separately in the returns for 1891.

RETURN of Principal Articles of Export from the Regency
of Tunis during the Years 1892-91.

Articles.	Value.	
	1892.	1891.
	£	£
Barley	176,318	408,692
*Butter	1,416	1,760
Cattle	14,959	26,445
*Cork	4,877	4
Dates	12,923	16,383
Esparto grass	76,320	63,909
Fez caps	17,111	21,846
Fish.. .. .	22,585	11,156
Hides and skins	32,247	30,848
Horses, mules, &c... .. .	7,828	3,615
*Indian corn.. .. .	1,314	2,787
*Minerals (zinc)	9,806	187
*Oats.. .. .	3,506	6,254
Olive husks.. .. .	16,545	7,913
Olive oil	316,808	267,920
*Oranges and lemons	2,430	148
*Pulse	117,178	83,308
*Rags	1,003	867
Soap	3,904	3,572
Sponges	38,450	29,112
*Tan	99,964	69,100
Tissues—		
Silk	5,570	..
Wool	19,646	..
Cotton	7,377	..
*Tunny	9,312	15,678
*Wax.. .. .	4,993	6,067
Wheat	320,498	635,880
Wine	47,918	18,450
Wool	7,790	12,858
Sundries	87,004	81,030†
Total	1,488,100	1,825,789

* Articles marked with an asterisk (*) were under different headings in the return for 1891.

† This amount includes several articles not specified separately in the returns for 1891.

Annex C.—RETURN of Shipping at the various Ports of the Regency of Tunis during the Year 1892.

ENTERED.

Nationality.	Tabarqa.		Bizerta.		Goletta.		Susa.		Monastir.		Mendia.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	23	17,116	19	9,137	17	1,575	...	...
Tunisian	...	...	...	...	147	1,308	631	4,903	288	2,004	632	4,378
Austrian	...	...	...	...	27	10,408	13	1,974	...	...	5	447
French	...	...	...	...	506	255,498	206	146,577	130	107,019	127	104,333
Greek	...	...	...	...	10	8,117	1	311	...	...	...	...
Italian	...	...	...	...	563	122,263	288	82,868	112	72,962	131	72,032
Other countries	...	...	...	...	66	36,603	12	1,865	7	310	...	...
Total	213	10,479	329	89,259	1,332	547,758	1,170	247,686	594	133,870	896	181,190
From Oct. 31, 1890, to Dec. 31, 1891	213	5,664	378	104,691	1,457	618,319	1,490	268,564	614	194,646	1,067	209,687

Nationality.	Sfax.		Skira.		Gabes.		Gerba.		Other Ports.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	18	13,146	...	...	2	136	129	81,814
Tunisian	...	...	...	...	429	2,548	459	4,471	1,178	7,620	6,837	39,133
Austrian	...	...	...	...	2	781	...	...	...	...	51	14,393
French	...	...	...	...	123	105,059	118	96,520	8	569	1,610	1,111,334
Greek	...	...	...	...	1	323	1	230	...	...	17	8,340
Italian	...	...	...	...	117	77,209	108	76,225	32	1,305	1,676	692,480
Other countries	...	...	...	...	1	1,469	1	30	20	1,754	122	45,105
Total	2,136	218,891	209	19,673	696	205,455	687	177,536	1,240	11,304	9,442	1,893,100
From Oct. 31, 1890, to Dec. 31, 1891	2,225	238,739	301	21,775	939	213,772	874	195,588	946	13,270	10,494	2,065,085

RETURN of Shipping at the various Ports of the Regency of Tunis during the Year 1892—continued.

CLEARED.

Nationality.	Tabarca.		Bizertia.		Goletta.		Susa.		Monastir.		Mehdia.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	23	17,116	18	8,028	17	1,575	...	...
Tunisian	...	201	100	1,063	143	2,098	632	4,944	268	2,004	...	4,378
Austrian	...	...	...	...	...	...	13	1,974	...	...	6	447
French	...	...	124	80,131	500	310,504	205	146,877	130	107,019	127	104,333
Greek	...	...	...	...	12	4,417	...	...	...	...	...	...
Italian	...	...	...	2,492	559	122,714	287	83,779	...	...	...	...
Other countries	...	...	4	1,559	55	36,734	12	1,865	112	72,362	129	71,995
Total	201	10,292	276	85,504	1,320	543,803	1,168	247,778	534	183,870	894	181,153
From Oct. 31, 1890, to Dec. 31, 1891	210	5,624	381	104,568	1,421	620,661	1,479	271,843	614	194,646	1,060	209,636

Nationality.	Sfax.		Skira.		Gabes.		Gerba.		Other Ports.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...	...	...	...	...	...	...
Tunisian	33	16,531	16	17,407	17	17,099	...	4,996	2	136	128	77,932
Austrian	1,799	8,097	139	1,560	414	2,472	...	...	1,168	7,993	5,886	39,501
French	2	549	...	...	2	761	...	...	...	...	62	14,489
Greek	134	107,953	...	...	123	105,059	118	96,520	...	...	1,686	1,104,428
Italian	...	...	...	...	1	323	1	290	...	...	...	6,040
Other countries	180	79,162	...	598	119	77,329	106	76,225	...	...	19	592,925
Total	2,169	217,042	209	118	1	1,409	1	...	...	...	118	47,727
From Oct. 31, 1890, to Dec. 31, 1891	2,318	233,325	298	19,673	652	204,442	695	177,761	1,229	11,724	9,376	1,833,042
	...	...	...	21,775	908	213,560	549	195,383	963	13,287	10,388	2,080,508

FOREIGN OFFICE.
1892.
ANNUAL SERIES.

No. 1121.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF DAMASCUS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 690.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1892.

Price One Penny.

[G. 6812-10.]

[C. 6855-8]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's
Diplomatic and Consular Officers at the following places, and may be
obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1005. The Hague	1½d.	1063. Old Calabar	½d.
1006. Paraguay	1½d.	1064. Samoa	½d.
1007. Constantinople	1½d.	1065. Tahiti	1d.
1008. Rome	1d.	1066. Chefoo	6d.
1009. Mozambique	1d.	1067. Gothenburg	2d.
1010. Wenchow	1d.	1068. Buenos Ayres	1½d.
1011. Mogador	2½d.	1069. Loanda	1½d.
1012. Amoy	1d.	1070. Guatemala	1d.
1013. Kiukiang	1d.	1071. Zanzibar	1d.
1014. Stettin	1½d.	1072. Charleston	2½d.
1015. Boston	1d.	1073. Nice	1d.
1016. Callao	1d.	1074. Caracas	1d.
1017. Aleppo	1d.	1075. Lisbon	2d.
1018. Santos	2½d.	1076. Calais	2d.
1019. Piræus	1d.	1077. Rio Grande do Sul	5½d.
1020. Mogador	1d.	1078. Philadelphia	2½d.
1021. Adrianople	½d.	1079. Brindisi	2d.
1022. Tripoli	1d.	1080. New York	2d.
1023. Jerusalem	1d.	1081. San Francisco	1½d.
1024. Odessa	6d.	1082. Frankfurt	4d.
1025. Genoa	1½d.	1083. Hiogo	1½d.
1026. Kiungchow	1d.	1084. Tokio	1½d.
1027. Batoum	4½d.	1085. Amsterdam	1d.
1028. Buenos Ayres	1d.	1086. San Francisco	3d.
1029. Batavia	1d.	1087. Bangkok	½d.
1030. Santo Domingo	½d.	1088. Soul	1½d.
1031. San José	1d.	1089. Chiengmai	1d.
1032. Manila	1½d.	1090. Copenhagen	½d.
1033. Marseilles	1d.	1091. New Caledonia	½d.
1034. Swatow	1d.	1092. Bushire	2d.
1035. Paris	1d.	1093. Tamsui	1d.
1036. Ichang	5d.	1094. Dunkirk	1d.
1037. Pakhoi	1d.	1095. Port Said	1d.
1038. Foochow	1d.	1096. Guatemala	½d.
1039. Brest	1d.	1097. Chungking	9d.
1040. Madeira	½d.	1098. Nagasaki	1d.
1041. Antwerp	1½d.	1099. Constantinople	..
1042. Taganrog	2½d.	1100. Buenos Ayres	½d.
1043. Algiers	2½d.	1101. Shanghai	2d.
1044. Hankow	1½d.	1102. Jeddah	½d.
1045. Nantes	1½d.	1103. Chicago	3d.
1046. Belgrade	2d.	1104. Erzeroum	½d.
1047. Fiume	1d.	1105. Loanda	3d.
1048. Wuhu	1d.	1106. Macao	½d.
1049. Cagliari	1d.	1107. Canton	1d.
1050. Erzeroum	1d.	1108. Paramaribo	1½d.
1051. Syra	1d.	1109. Tunis	1½d.
1052. Cherbourg	1d.	1110. Sofia	3d.
1053. Lima	1d.	1111. Brunei	1½d.
1054. Bilbao	1½d.	1112. Athens	2½d.
1055. Cadiz	2d.	1113. Alexandria	2d.
1056. Corunna	2½d.	1114. Vienna	1d.
1057. Saigon	1d.	1115. Stettin	2½d.
1058. Port-au-Prince	1d.	1116. Berne	1d.
1059. Trebizond	1d.	1117. Palermo	2½d.
1060. Barcelona	1½d.	1118. Tokio	1½d.
1061. Tainan	1d.	1119. St. Petersburg	3d.
1062. Smyrna	1½d.	1120. Teneriffe	1d.

No. 1121.

Reference to previous Report, Annual Series No. 690.

TURKEY.

DAMASCUS.

Mr. Eyres to the Earl of Rosebery.

My Lord,
 I HAVE the honour to transmit herewith my Report on the Trade of Damascus for the year 1891.

I have, &c.
 (Signed) H. C. A. EYRES.

Report on the Trade of Damascus for the Year 1891.

ABSTRACT of Contents.

	PAGE
Preface	1
Population	2
Condition of the people.. .. .	3
Trade—	
Imports	3
Exports	4
Industries.. .. .	5
Public works	6
Tables	7, 8

A report on the commerce of Damascus must of necessity be of a restricted nature. No reliable statistics are to be obtained, and even if it were possible to procure them they would be valueless for purposes of information, as the exports and imports are included in the statistics of Beyrout, the port of Damascus. As matters stand the returns cannot even be designated as approximate, for the estimates given by merchants, even if they are in the same line of business, differ so widely that the only method of arriving at any result is to strike the average. In addition to this difficulty, Damascus is not, in the proper sense

Damascus not of the term, a commercial town at all; it is industrial and agricultural, and the product of these industries and of its agriculture are principally destined for home consumption.

Foreign exports are of no importance. Thus on examination of the annexed tables it will be observed that the total value of exports to foreign countries, exclusive of Turkey, is under 80,000*l.*, while the exports to Turkey principally consist of flour, grain, and fruits, supplied to Beyrout and neighbouring towns. The list of imports demonstrates that Damascus is practically self-supplied, as far as the necessities of life are concerned, with the exception of one class of goods, viz., Manchester manufactures. Even these goods were in former times home-made, and it is only the exceeding cheapness of British cottons that enables them to oust the native article from the market.

Manchester cottons the principal import.

The total of imports amounts to 523,000*l.*; and of this sum nearly 75,000*l.* is accredited to Turkey, in other words, is the value of supplies afforded by the neighbouring districts, while England imports goods to the value of 223,000*l.*, or more than two-fifths of the total, by far the largest proportion of which consists of Manchester cottons. Cloth, rice, petroleum, and sugar are the only other necessities of daily life imported to any extent, and the remainder principally consists of raw material for industrial purposes, *e.g.*, raw silk, iron, copper, brass, and indigo. From these facts it is manifest that no great fluctuations can take place in the trade of Damascus, and that if a temporary increase or decrease be noted in one year, it will be compensated by a corresponding decrease or increase the next, for luxuries are scarce, and the necessities of life will only fluctuate with the population, while the exports depend on the harvest, which rarely fails. Hence there is little material for remark or matter of interest in the commerce of this city.

Population.

No census.

The population of Damascus and its suburbs is not known, there being no census statistics, but taking the number of males registered by the Ottoman authorities, with a certain percentage added, as the registers are invariably incomplete, it cannot fall far short of 210,000 souls. Of this number it may be roughly computed that 180,000 are Moslems and 30,000 of other religions. It is to be presumed that the population increases, there being no obstacle to the operation of natural laws. No very serious epidemic has visited Damascus for many years, the cholera of last year having been of a very mild character. But if the population increases it is but slowly, as is evident from the fact that the old walls still contain by far the greater proportion of the population, the houses built outside being very few. Still houses are yearly becoming more difficult to hire, and it is probably only the poverty of the place and the low rents paid by natives that pre-

vent land proprietors from erecting comfortable dwellings in the gardens elsewhere.

Condition of the People.

The poverty of the Christians and Jews in this town is certainly remarkable. Formerly the principal trade and wealth of the place were in the hands of these classes, but of late years the Moslems have absorbed all the riches of the city. The latter steadily increase in wealth, while the former as steadily decline. This state of things, so unusual in the Levant, is due to the loss of the through trade to Baghdad, to the difficulties which non-Moslems encounter in the conduct of business, and finally to the insolvency of the Government. The repudiation of the Damascus Bonds, which consisted of a loan of 500,000*l.*, bearing interest at 18 per cent., and raised for the purpose of subsidising the pilgrim caravan, was a heavy blow to Jews and Christians who held the large majority of these Bonds. At the time of writing, however, there is some hope of an arrangement being made with the Ottoman Government, a Commission having been appointed to consider the question.

Poverty of non-Moslems.

Causes of poverty of Christians and Jews.

As the Moslems stand in the ratio of six to one to the non-Moslem sects it follows, from what I have stated above, that the collective wealth of Damascus must have considerably increased in spite of the losses sustained by Christians and Jews, and in proof of this I may cite the fact that the cost of living has during the last 30 years been trebled. Rents also, though still low, except for Europeans, have more than doubled during the same period. It is probable that Damascus will still further increase in prosperity in view of the railways which are about to be constructed from the coast.

The wealth of Damascus on the increase.

Imports.

From the annexed tables it will be perceived that the imports for the two years 1891-90 are nearly equal in value, there being a very slight diminution in 1891. As in the ordinary course of things a slight increase might have been looked for, the diminution may be ascribed to the quarantine applied to Beyrout and Damascus on account of cholera during the latter part of the year; but as most business is transacted in the spring and summer, this untoward circumstance did not materially affect trade.

Quarantine did not affect trade.

There is little that calls for remark.

Coloured yarns from Germany, &c., have hitherto been imported in greater quantities than undyed yarn from England, but now that a considerable dyeing industry has sprung up in this country, it is to be expected that coloured yarns will gradually cease to be imported. As, however, even the coloured yarns have

Decrease in import of coloured yarns.

their origin in England, this fact will not affect the English merchant.

Cloth. The importation of English cloth of low quality and price is every year increasing, cheapness being the great desideratum. Belgium competes with France in this class of goods with a cheap imitation of French "nouveautés." German cloth is losing its hold on this market. Of the total imports of cloth about 60 per cent. comes from England, 8 per cent. from France, 12 per cent. from Belgium, 10 per cent. from Germany, and 10 per cent. from Austria.

Petroleum from Russia. Petroleum is now imported entirely from Batoum, but the quarantine recently established at that port may cause a modification as regards this article in 1892.

Sugar. Sugar is brought chiefly from Austria, being cheaper than French sugar. A small quantity of crystallised cane sugar is imported from Egypt.

Hardware. Hardware is imported from England (chiefly iron bedsteads), Germany, Belgium, Austria, and France.

Rice. Rice is chiefly imported from Rangoon, but a certain amount of a superior quality is brought from Japan and Genoa.

Indigo and raw silk. Indigo comes from India and raw silk from China, India, France, and the Lebanon.

Sundries. Sundries consist of marble from Italy, nails from Belgium, pepper, tea, tin, spermacetti, clothing, matches from Venice, sacks from Rangoon, planks from Trieste and Caramania, paper from France and Austria, glass, provisions, and liquors.

Under the head of England is included imports from India in Annex 3, and Egypt is included under Turkey.

Credit not to be easily granted. It is desirable to add a warning to British merchants not to grant credit to native firms unless assured of their stability by careful inquiry.

Exports.

Both in 1891 and in 1890 the harvest was exceptionally good, but the produce in 1891 was slightly in excess of that in 1890. This is visible in the exports of flour, apricots, and kernels. The total increase in 1891 was 34,500*l.*, or 17 per cent. A decrease in the export of grain in 1891 is to be accounted for by the diminution in the requirements of Beyrout, whither the grain is carried.

Liquorice trade doomed. A small export of liquorice was effected in 1891, whereas in 1890 the article does not figure at all in the returns; but this trade is doomed by the discovery of liquorice root of a superior quality in Asia Minor and elsewhere.

Wool. Wool is exported to the amount of 3,875 bales, or about 970 tons. Of this quantity 80 tons are washed and sent to Italy, 250 tons are sent to America direct, and the rest (with a very small exception to Marseilles) is taken to Liverpool, and thence forwarded to America.

The apricot crop is one of the principal products of Damascus. Apricot crop.
It is estimated that in a good year no less than 17,000 tons of apricots are gathered in. Large quantities of the fresh fruit are sent to neighbouring towns and villages, while the rest is dried or made into paste and exported to Egypt. 1891 was more than an average year for this crop, and the returns for 1891 show an increase in the export of dried apricots, apricot paste, and kernels of about 10,000%.

The hemp harvest is also a matter of considerable importance Hemp.
to this district. In 1891 the crop was an average one, and some 16,000% worth of ropes was exported to Egypt and Constantinople, whereas in 1890 the amount was 24,000%.

Sundries, as marked in the table of exports, consist of nuts, Sundries.
aniseed, oil, butter, starch, ropes, tow, madder, bones, rags, &c.

Industries.

There are a considerable number of important industries in Damascus, of which the principal is the weaving industry. Weaving.
There are some 2,000 hand looms for cotton, wool, and silk weaving. The cotton looms turn out calico, curtains, and divan covers, stockings, sheets, girdles, surcingles, the stuff used for the long coats (gumbaz) worn by Moslems, and for the "izars," or cloaks, which cover the native women from head to foot. A hand loom can turn out 13 yards of striped cotton cloth per diem, but the average day's work does not exceed 7 yards. Taking 250 working days in a year, as there are numerous holidays, the total output for 1,000 looms would amount to 1,750,000 yards per annum. The cotton looms are constantly at work, not so the wool and silk looms; but yet the manufacture of "cottoni," which is a stuff made of silk and cotton for upholstery, of puggarees, curtains, tassels, "izars," and handkerchiefs, all of silk or silk and cotton mixed, occupies a large proportion of the working classes. There is also a small amount of wool stuffs manufactured.

Rope-making also gives employment to a large number of per- Rope-making.
sons, as also ornamental-harness and saddle making. Harness for mules and camels is made of wool, leather, and ornamented with beads and shells.

There are also a good many dyeing establishments. Dyeing.
These are principally engaged in dyeing cotton cloth with indigo for the clothing of the poorer class, but there is also a considerable business done in fancy colours for curtains, "izars," &c.

Other industries are hammered iron work, copper work, orna- Other industries.
mental brasswork, and mother-of-pearl inlaid work. The two latter are chiefly supported by travellers, who pay exorbitant prices, and who have spread the taste for these articles in foreign countries, with the result that last year some 9,000% worth of brass trays and inlaid tables was exported.

*Public Works.***Railways.**

The railways for which concessions have been granted are three, viz., Beyrout to Damascus, Caiffa and Acre to Damascus and the Hauran, and Damascus to the Hauran. These enterprises are just now exciting great interest among the public. The only railway on which the works have been begun is that undertaken by a Belgian Company from Damascus to Mezerib in the Hauran, a distance of nearly 70 miles. Already some 30 kiloms. have been laid down, and the work is being pushed on with great rapidity, principally with a view to discouraging the railway projected by an English Company from Caiffa and Acre to Damascus, as the Belgian Company is connected with the French Company, which is about to engineer the railway from Beyrout, conflicting interests are at work.

Prospects of the rival Companies.

Beyrout, the financial centre of Syra, is most anxious to maintain its position as the principal port of Syra, while it is clear that its supremacy will be seriously threatened by the construction of a port at Caiffa and an ordinary gauge railway from Caiffa to Damascus. This railway will tap the Hauran, the great granary of Syra, and, as I understand, the promoters are in no way discouraged by the narrow gauge Belgian railway (tramway à vapeur), which will not in any sense damage their prospects, as it passes over a different line of country. But the competition between the Beyrout and Caiffa Companies will no doubt be severe, and it remains to be seen whether the English Company, which has nothing but commercial interests in view, will prosecute its enterprise under the present conditions. However, the natural difficulties which the Beyrout Railway (also a narrow gauge tramway à vapeur) has to surmount will militate very strongly against its chances. It has to cross heights of over 5,000 feet, and to pass through a country for the most part destitute of cultivation; it has to make use of the "crémaillère" system, the working of which is expensive, and it is being made with the object of maintaining an artificial supremacy, which is opposed to the natural order of things and to the facts of geography. The Caiffa Railway, on the other hand, runs along a plain for the greater part of the way, there being no engineering difficulties to overcome, except the crossing of the Jordan and the ascent of 600 feet to the plateau of Hauran. The main export of the district is grain, and Caiffa is the natural port of the Hauran. The working expenses, though the gauge is to be that which obtains in England, will be less than those of the Beyrout Company, and the prospects of trade better. Under any circumstances, it is scarcely conceivable that the Beyrout-Damascus Company can pay its way, much less afford interest to its shareholders; but under the stress of competition it must be a failure on a grand scale.

Carriage roads.

A carriage road has been undertaken from Damascus to Homs, a long-felt want. As this road has been taken over by contractors it is to be hoped that it will not meet with the ordinary fate of such projects in this district, *e.g.*, the roads to the

DAMASCUS.

7

Hauran and to Homs from Baalbec, both of which have been long ago dropped, while the parts which were constructed have fallen into disrepair.

Annex 1.—RETURN of the Principal Articles of Import to
Damascus during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Yarn...	Bales	2,150	£ 45,000	2,600	£ 56,000
T-cloths, &c.	Pieces	240,000	92,000	310,000	117,430
Prints	Bales	65	4,000	70	4,300
Woolens	"	619	25,100	535	23,700
Silk and muslin manufactures	Cases	130	7,880	185	10,910
Fezzes	"	92	7,200	70	5,470
Raw silk	Bales	873	72,000	659	43,500
Indigo	Cases	205	11,200	170	9,800
Rice	Cwts.	41,520	34,000	37,870	36,000
Petroleum	Cases	42,000	13,597	43,000	13,939
Coffee	Cwts.	4,375	25,180	3,500	20,150
Sugar	"	42,500	51,150	38,150	44,892
Salt	"	21,250	7,640	23,125	8,320
Iron	Tons	875	8,000	559	6,800
Leather	Bales	1,150	14,000	800	9,700
Hardware	Cases	1,500	20,000	2,000	26,500
Drugs	"	...	8,000	...	7,400
Skins	Bales	330	13,400	300	12,100
Copper and brass	Tons	90	6,000	80	6,800
Sundries	"	...	58,000	...	62,000
Total		...	523,347	...	525,711

Annex 2.—RETURN of Principal Articles of Export from
Damascus during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Flour	Cwts.	125,000	£ 53,960	147,975	£ 56,200
Grain	"	...	20,000	...	8,000
Wool	Bales	3,875	24,000	2,900	22,560
Silk and cotton fabrics	"	1,350	12,000	1,700	15,870
Apricot paste	Cwts.	27,500	16,000	20,130	14,450
Dried apricots	"	7,500	16,500	5,000	10,160
Raisins	"	1,500	1,200	3,750	2,960
Apricot kernels	"	7,000	9,440	7,612	7,566
Curtains and divan covers	Bales	350	4,000	250	2,650
Brass and inlaid work	Cases	300	8,900	240	7,300
Liquorice	Cwts.	8,400	2,000	...	...
Skins	"	40,000	3,000	45,000	3,400
Biscuits	Cwts.	10,000	6,000	5,000	3,200
Fruits	"	10,000	6,000	10,000	6,000
Sundries	"	...	67,400	...	55,150
Total		...	250,100	...	215,666

Annex 3.—TABLE showing the Total Value of all Articles
Exported from Damascus and Imported to Damascus from
and to Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Austria	6,385	7,156	46,700	41,470
Belgium	..	..	11,640	14,660
England	18,225	15,075	223,110	223,350
France	13,685	12,195	72,450	57,864
Germany	5,880	7,590	23,800	27,400
Italy	5,310	4,590	27,300	32,500
Russia	..	..	13,597	13,939
Switzerland ..	..	..	11,000	13,500
Turkey	171,185	153,295	74,640	62,375
Other countries ..	29,430	15,365	19,110	38,653
Total	250,100	215,666	523,347	525,711

LONDON:

Printed for Her Majesty's Stationery Office,

By HARRISON AND SONS,

Printers in Ordinary to Her Majesty.

(75 9 | 92—H & S 1404)

FOREIGN OFFICE.
1892.
ANNUAL SERIES.

No. 1142.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORTS FOR THE YEARS 1890-91

ON THE

TRADE OF BAGHDAD AND BUSSORAH.

REFERENCE TO PREVIOUS REPORTS, Annual Series Nos. 783 and 921.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1892.

[C. 6812. sz.]

Price Three Halfpence.

[C. 6855-29]

New Series of Reports.

Reports of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1022. Tripoli.. ..	1d.	1082. Frankfort	4d.
1023. Jerusalem	1d.	1083. Hiogo	1½d.
1024. Odessa.. ..	6d.	1084. Tokio	1½d.
1025. Genoa	1½d.	1085. Amsterdam	1d.
1026. Kiungchow	1d.	1086. San Francisco	3d.
1027. Batoum	4½d.	1087. Bangkok	½d.
1028. Buenos Ayres.. ..	1d.	1088. Soul	1½d.
1029. Batavia	1d.	1089. Chiengmai	1d.
1030. Santo Domingo	½d.	1090. Copenhagen	½d.
1031. San José	1d.	1091. New Caledonia	½d.
1032. Manila.. ..	1½d.	1092. Bushire	2d.
1033. Marseilles	1d.	1093. Tamsui	1d.
1034. Swatow	1d.	1094. Dunkirk	1d.
1035. Paris	1d.	1095. Port Said	1d.
1036. Ichang.. ..	5d.	1096. Guatemala	½d.
1037. Pakhoi	1d.	1097. Chungking	9d.
1038. Foochow	1d.	1098. Nagasaki	1d.
1039. Brest	1d.	1099. Constantinople	2d.
1040. Madeira	½d.	1100. Buenos Ayres.. ..	½d.
1041. Antwerp	1½d.	1101. Shanghai	2d.
1042. Taganrog	2½d.	1102. Jeddah	½d.
1043. Algiers	2½d.	1103. Chicago	3d.
1044. Hankow	1½d.	1104. Erzeroum	½d.
1045. Nantes	1½d.	1105. Loanda	3d.
1046. Belgrade	2d.	1106. Macao	½d.
1047. Fiume.. ..	1d.	1107. Canton	1d.
1048. Wuhu	1d.	1108. Paramaribo	1½d.
1049. Cagliari	1d.	1109. Tunis	1½d.
1050. Erzeroum	1d.	1110. Sofia	3d.
1051. Syra	1d.	1111. Brunei	1½d.
1052. Cherbourg	1d.	1112. Athens	2½d.
1053. Lima	1d.	1113. Alexandria	2d.
1054. Bilbao	1½d.	1114. Vienna	1d.
1055. Cadiz	2d.	1115. Stettin	2½d.
1056. Corunna	2½d.	1116. Berne	1d.
1057. Saigon.. ..	1d.	1117. Palermo	2½d.
1058. Port-au-Prince	1d.	1118. Tokio	1½d.
1059. Trebizond	1d.	1119. St. Petersburg	3d.
1060. Barcelona	1½d.	1120. Tenerife	1d.
1061. Tainan.. ..	1d.	1121. Damascus	1d.
1062. Smyrna	1½d.	1122. Naples	2d.
1063. Old Calabar	½d.	1123. Hakodate	1d.
1064. Samoa	½d.	1124. Montevideo	2½d.
1065. Tahiti	1d.	1125. Stockholm	1½d.
1066. Chefoo	6d.	1126. Dantzic	2d.
1067. Gothenburg	2d.	1127. The Hague	1½d.
1068. Buenos Ayres.. ..	1½d.	1128. Odessa	1d.
1069. Loanda	1½d.	1129. Berne	1½d.
1070. Guatemala	1d.	1130. Malaga	3d.
1071. Zanzibar	1d.	1131. Rome	2½d.
1072. Charleston	2½d.	1132. St. Jago de Cuba	4½d.
1073. Nice	1d.	1133. Munich	1½d.
1074. Caracas	1d.	1134. Meshed	1d.
1075. Lisbon.. ..	2d.	1135. Guayaquil	½d.
1076. Calais	2d.	1136. Rio de Janeiro	4½d.
1077. Rio Grande do Sul	5½d.	1137. Tonga.. ..	1d.
1078. Philadelphia	2½d.	1138. Copenhagen	1d.
1079. Brindisi	2d.	1139. Tangier	1½d.
1080. New York	2d.	1140. Buenos Ayres	2½d.
1081. San Francisco	1½d.	1141. Para	1d.

No. 1142.

Reference to previous Reports, Annual Series Nos. 783 and 921.

TURKEY.

BAGHDAD AND BUSSORAH.

Consul-General Mockler to the Earl of Rosebery.

My Lord,

Baghdad, October 29, 1892.

I HAVE the honour to forward herewith the Baghdad Trade Report for the year 1890 and 1891; also the Bussorah Trade Report drawn up by Her Majesty's Consul at that port for 1891. The Bussorah Trade Report was received by this Consulate-General on August 8, 1892; but as its statistics were made dependent on those of Baghdad, I withheld it until the merchants of this place could find time to furnish returns to me. The plan adopted by Her Majesty's Consul at Bussorah of including in his Tables of Imports and Exports cargoes passing through that port on through bills of lading, from which tables, if the Imports and Exports of Baghdad Villayet be deducted, the balance will be the local trade of Bussorah, appears unobjectionable; but I can, however, claim for the Baghdad statistics embodied in this Report fairly approximate correctness as regards Exports only; as regards Imports they are less reliable. The Ottoman Customs Department always refuse to give any information.

I have, &c.

(Signed) E. MOCKLER.

Report on the Trade of Baghdad for the Years 1890-91.

ABSTRACT of Contents.

	PAGE
Exports	2
Wheat	2
Wool and dates	3
Other exports	3
Imperial Bank of Persia	3
Navigation	3
British steamers	3
Custom-house	3
Oman steamers	3
Imports	3
(1438)	▲ 2

ABSTRACT of Contents—continued.

	PAGE
Annexes—	
A.—Statement of exports from Baghdad to Europe and America for the years 1890-91	4
B.—Exports from Hilla, Diwania, and Samawa, via Euphrates, during 1891	4
C.—Imports to Baghdad from Europe during the years 1890 and 1891..	5
D.—Imports to Baghdad from India during the years 1890-91 ..	5
Report on the Trade of Bussorah for the Year 1890-91—	
Preliminary	6
Exports and imports (preliminary)	7
Shipping	7
Exports (details)—	
Dates	7
Wool	7
Liquorice	8
Horses	8
Tonnage and freights	10
Imports (details)	10
Navigation, entrance to river, &c.	10
Banks	11
Public works—	
Secretariat buildings (Sarai).. .. .	11
Grain market	11
Drawbridge	11
Omnibus service	11
Proposed tramway	11
Locomotion generally	11
Water scheme	12
Naval hospital	12
Coinage current	12
Agriculture	13
Market prices	13
Wages	13
Missionaries	13
Local government	13
Custom-house and tribunals	14
Population	14
Weights and measures, also exchange.. .. .	14
Climate and public health	14
Growing importance of Bussorah ; development of the Karun	14
Position of towns and villages on the Shat-ul-Arab	14
Quarantine	15
Annexes—	
A.—Merchant firms in Bussorah	15
B.—Statement of exports from the port of Bussorah	16
C.—Statement of imports to the port of Bussorah	16
D.—Return of shipping in harbour and tonnage	17

Exports. As will be seen by a comparison of the tables appended the exports to Europe and America during the years under review show a steady increase.

Wheat. The embargo which the Baghdad Government took off the wheat in the latter end of 1889 in a measure conduced towards this. Whilst in 1889 only about 40 tons were exported, during 1890, 5,000 tons, and in 1891 upwards of 20,000 tons were shipped. The last year was a particularly favourable one for this product, and large quantities were brought down to Baghdad from the districts of Erbil, Guntara, and Tekrit. The quantity

shipped by one firm alone from Hilla, Diwaniah and Samawa to Bussorah by the Euphrates amounted to over 2,500 tons.

Whilst 1891 shows an improvement on the preceding year, in neither years was the amount as large as in the year 1889. This, in a measure, may be attributable to the falling demand and bad prices of the home markets. Wool and
datea.

With regard to other exports trade was in a more or less normal state. Other exports.

A branch of this bank commenced operations here in May, 1890, and though not warmly welcomed in the beginning, perhaps even now much liked by a portion of the native community, appears to receive sufficiently encouraging support. Imperial
Bank of
Persia.

The greatest proportion of the carrying trade of the Tigris between Baghdad and Bussorah is still conducted by the two British steamers of the Euphrates and Tigris Steam Navigation Company and four Turkish steamers of the Oman Ottoman Company, but native craft also carry much cargo between the two ports. Navigation.

The weekly mail service contracted for by the Euphrates and Tigris Steam Navigation Company was, owing to the low state of the river and to insufficient custom-house facilities at Baghdad for unloading storage, output and intake of cargo, somewhat irregular. It is said that such defects will shortly be remedied, but so far nothing has been done. British
steamers.

More custom-house space and better arrangements for passing incoming and outgoing cargo through the custom-house would much increase the custom-house revenue and allow trade to expand, as it is strenuously endeavouring to do. During the period under report steamers were sometimes detained for more than a week owing to the custom-house being so congested with cargo that there was neither space in which to discharge that brought up, nor road by which that for export might be conveyed for embarkation. Incoming and outgoing cargoes pass through the same portal, hence great confusion and much loss of time and money is caused, affecting not only the merchant and shipping interests but also the interests of the customs of the country. Custom-house.

The Oman steamers also keep up a nominally weekly service between Baghdad and Bussorah, and sometimes extend their run up river to Samara, where there is a mosque to which large numbers of devout (Sheea) Mohammedans avail themselves of the opportunity offered them of making an easy pilgrimage. Oman
steamers.

The import business during the year 1891 was the largest that has been done for several years. There was an active demand for Persia, and as the pilgrims from that country were visiting Baghdad more or less all the year round the local trade was also very large. The Manchester trade was particularly brisk, especially during the last three months of the year, when goods were eagerly bought up on bill of lading only. In fact, the imports were so large that the river steamers were in face of an exceptionally low river and want of space in custom-house unable to cope with the trade, and an accumulation of many thousands

TURKEY.

of bales of piece goods and a very large quantity of sugar and other cargo took place in Bussorah, much to the detriment of the owners of the goods, who suffered very seriously in loss of market and interest on capital.

Annex A.—STATEMENT of Exports from Baghdad to Europe and America for the Years 1890–91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wool...	Cwts.	93,000	£ 263,300	90,000	£ 254,700
Mohair	"	3,500	12,800	4,000	14,100
Carpets	"	2,400	16,000	3,000	21,000
Skins and hides	"	5,000	17,000	5,000	16,000
Wheat	"	101,000	25,200	400,000	105,800
Seeds...	"	3,500	1,400	8,000	2,800
Galls	"	15,000	37,300	16,000	42,000
Dates	"	26,000	8,700	50,000	16,000
"	Skins				
"	Cases	2,200	700	1,700	600
"	Bags				
Raisins	Cwts.	4,500	16,000	4,000	13,600
Almonds	"	100	200	900	2,400
Gum	"	9,500	57,000	9,100	54,600
"	Cases	3,000	9,000	1,500	1,500
Tobacco	"	1,000	4,000	1,600	6,400
Roots...	Cwts.	1,100	500	2,000	1,000
Intestines	"	250	600	300	600
Opium	"	120	7,000	170	8,800
Ghee...	"	80	100		
Silk goods	"	80			
Sundries	"	250	1,200	600	3,000
Total		271,500	475,800	598,050	564,900

Annex B.—RETURN showing the Exports of the Undermentioned Articles from Hilla, Diwania, and Samawa, in Baghdad Villayet, to Bussorah, via Euphrates, during the Year 1891.

Articles and District.				Quantity.	Value.
				Cwts.	£
Wheat—					
Samawa ..	..	..	..	39,107	..
Diwania ..	..	..	..	3,100	..
Hilla ..	..	..	..	9,300	..
Total ..	..	..	..	51,507	18,480
Barley—					
Samawa ..	..	..	..	42,857	..
Hilla and Daghara ..	..	..	..	72,361	..
Total ..	..	..	..	115,218	28,000
Maize ..				31,000	8,750
Grand total ..	..	..	..	..	55,230

Annex C.—RETURN of the Principal Articles of Import to
Baghdad from Europe during the Years 1890–91.

Articles.	1890.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Merchandise	55,160	441,320	58,087	508,270
Iron	5,130	3,840	6,214	4,660
Tin plates	585	410	812	568
Copper	730	2,590	1,586	5,710
Steel	367	250	474	330
Copperas	155	260	29	43
Glass	1,222	670	368	200
Logwood	160	180	1,821	1,455
Sugar	34,817	55,700	2,337	3,740
Soap	417	650	1,113	2,225
Leather	113	1,420	74	925
Hardware	228	1,660	870	6,310
Paper	1,282	5,450	1,444	6,065
Liquors	597	2,650	341	1,535
Candles	77	160	1,070	2,140
Other articles	1,750	4,380	7,081	17,690
Total	102,790	521,540	83,721	561,866

Annex D.—RETURN of the Principal Articles of Import to
Baghdad from India during the Years 1890–91.

Articles.	1890.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Merchandise	17,390	93,470	32,403	174,980
Sugar	11,857	13,060	18,107	20,825
" candy	677	1,220	753	1,360
Tea	1,495	8,070	2,149	11,600
Coffee	3,750	18,750	5,540	30,470
Cardamums	32	470	78	1,560
Cloves	42	280	68	375
Turmeric	112	160	313	470
Ginger	320	290	532	480
Tamarind	3,102	2,000	2,207	1,435
Pepper	3,280	13,940	4,959	14,880
Spelter	10	60	..	..
Lead	853	1,200	572	800
Copperas	55	90	78	140
Indigo	1,235	24,700	1,043	20,880
Henna	2,352	2,940	4,387	5,435
Tobacco	3,700	6,580	4,484	8,970
Dry limes	126	160	480	600
Drugs, medicine	2,057	2,220	1,514	1,665
Silk	70	2,500	112	3,420
Window glasses	33	20	382	230
Food grains	160	60	188	75
Liquors	7	24	106	480
Sundries	10,250	45,590	11,791	51,840
Total	62,465	237,805	92,246	353,020

BUSSORAH.

Major Jennings, H.M. Consul at Bussorah, reports as follows:—

*Preliminary.**Preliminary.*

The trade reports that have hitherto been written on Bussorah have, so every merchant here informs me, been of little value for reference, or as reliable data of the increase or decrease of Bussorah trade proper; this I proceed to explain.

The reports in question have shown all cargoes shipped from Baghdad, except those on through bills of lading, as Bussorah exports. While those shipped from Baghdad, through Bussorah, on through bills of lading, are not shown in the latter returns. Thus, if 5,000 maunds of wheat or wool come to Bussorah from Baghdad or neighbourhood, not on through bills of lading, it would be shown twice over, *i.e.*, in Baghdad exports and Bussorah exports. If 5,000 tons come on through bills of lading it would not appear in the Bussorah trade report at all.

The same remarks apply to imports.

Also, in Bussorah during the past year there has been, as far as I can ascertain after most careful inquiry, some 100,000 tons of native shipping, buggalows, a quite exceptional and unprecedented amount; and the exports, principally dates and grain, taken away by these to ports in the Gulf, Eastern Arabia, India, the Red Sea, and Africa, may safely be estimated at 100,000 tons, at about 5*l.* a ton. These native craft return more or less empty, but it would be within the limit of safety to say they bring imports to Bussorah, chiefly consisting of poles, planks, sundries, kerosine oil, charcoal, metal work, &c., to the estimated value of 45,000*l.* to 50,000*l.* annually. To arrive at as correct an estimate as possible of the exports and imports of Bussorah proper, I have shown in this year's report the total exports from, and imports into, the port, including all cargoes on through bills of lading, adding thereto the hitherto very much smaller items of exports and imports carried by native craft, as above explained. If the exports and imports of Baghdad be subtracted the balance will give as far as possible the correct exports and imports of Bussorah proper.*

Of course, without the custom-house returns, which the local Government decline to supply, these trade reports are almost solely based on the information kindly supplied by British merchants; and the items, *viz.*, export 500,000*l.*, import 45,000*l.* to 50,000*l.*, taken away and brought in by native craft, must be regarded as only approximate, *i.e.*, to within 50,000*l.* and 5,000*l.* respectively.

It will thus be seen that this trade report is a new departure, and I will, hence, not attempt to compare the figures here given with

* Much cargo, perhaps not less than 100,000*l.* worth of grain from Baghdad districts on the Euphrates, would still appear in the Bussorah returns.

those in last year's report ; for as I have shown the latter are not such as one can draw comparisons from, some items having been shown twice over and some omitted altogether. The year 1891 has been a decidedly good one.

Exports and Imports.

The facts stated in the 1887 report generally still hold good, except where otherwise specially brought to notice hereafter in this report.

Shipping.

The companies which run steamers to Bussorah are as follows :
From Bombay, British-India Steam Navigation Company with mails, weekly.

Bombay and Persia Steam Navigation Company, fortnightly.
From England, Messrs. Gray, Dawes, and Company, monthly viâ Karachi and Bombay.

Persian Gulf Steamship Company, monthly.

Strick and Company, at irregular intervals.

From Baghdad : Euphrates and Tigris Steam Navigation Company with mails, unless delayed by the custom-house at Baghdad being overcrowded.

The Turkish Government steamers : the intervals depending on the time they take on the voyage up and down stream, and how long they are delayed by the custom-house at Baghdad.

The management of these two lines of steamers is done at Bussorah.

I may remark that the steamers of the first-mentioned company, managed by Messrs. Lynch Brothers at Bussorah, usually take two days and a few hours on the downward trip, and four days on the upward journey ; and that Bussorah is 520 miles by river from Baghdad.

Exports.

The 1891 crop may be said to have been a success ; the crop ^{Dates.} was heavy, and the prices were sufficiently high to afford satisfaction to the grower, and at the same time permitted of a fair profit accruing to the exporters who were prompt in their realisations at the home markets, as the prices there very seriously collapsed with the heavy import.

A fair trade was done in this during the year ; but nothing wool much over the average.

New mills for pressing were established by Messrs. Lynch Brothers at Amarah, which has saved trouble and expense ; a good deal of wool having been sent to Baghdad for pressing before being shipped for England.

The wool trade of the towns on the river between Baghdad and Bussorah is almost entirely financed at Baghdad, to which place, consequently, almost all the wool now goes for pressing purposes. It might, I should think, be found handier, and certainly cheaper from a water carriage point of view, to send it direct to this port to be pressed and shipped. This will, no doubt, eventually be done.

Liquorice.

There is one firm in Bussorah, Messrs. S. M. Zerlandi, engaged in this trade. They export entirely to Marseilles, London, and America.

Horses.

The export of horses during the year 1891 was probably about the same as during the preceding year. The figures I give are based on a private note sent me on the subject by my predecessor, Mr. L. M. Dicey, who obtained them from Abdul Latif, the principal horse-broker in these parts, as well as from other dealers; I have endeavoured to check his figures since my arrival in Bussorah, and also to gather all the general information I could, both here, at Baghdad, and between the two places.

I have divided the horses into three classes, and the number of each class exported to India from Bussorah, Kuwait, and Muhammarah yearly are as follows; numbers each year varying little:—

Class.	Description.		Quantity.
A	Arab stallions	Number ..	3,000
B	Arab mares	" ..	15
C	Arab or Persian stallions ..	Pair ..	500

The prices paid by the dealers vary, of course, very considerably according to the quality of each animal. The limits of prices paid, excepting for a few high-priced animals, may be set down as follows:—

Class.	Prices.			
	From—	To—	From—	To
	£	£	Kerans.*	Kerans.*
A	10	40	..	..
B	30	60, 70, or 90	..	..
C	..	..	300	600

* $2\frac{1}{2}$ krans = 1 rupee.

The average cost of transit for each animal from port shipped to Bombay is as follows:—

Description.	Average Cost.
	Rupees.
Transit from Mosul to Bussorah	45
" Baghdad to Bussorah	20
" Gurraf and Amarah to Bussorah	10
Stabling and food	4
Shipping charges	1
Customs duty, 1 per cent.	2
Passage to Bombay	50

The supply could probably be increased by paying higher prices for any one year to between 4,000 and 5,000. There are some half-bred mares not exported called Buggazi in Baghdad, I believe, and Shemali here, of which, possibly, 250 might be purchased annually, at prices varying from 10*l.* to 20*l.* each. Slightly more accurate numbers might probably be obtained from the shippers; but those returns would not give details as regards sex, height, class, or prices; and the numbers given may, I consider, be regarded as very nearly correct.

Of the 3,500 annually exported one-third are under 14 hands. The numbers here given have been submitted to various dealers, from whom the information was originally obtained; and they all pretty well agree in their statements.

I am of opinion that it would not be feasible for British officers or civilians to buy direct from the breeders, as the latter are scattered over a very large extent of country; and no place can be put down as a bigger breeding centre than another.

It is true that the majority of the horses come from the Montefik and Amarah country; still, these occupy too vast an extent to offer any special facilities to buyers on the spot, and there would always be personal risk.

The valuable horses come from Mosul and Najd as a rule.

It would, however, be quite practicable for private individuals to visit the local marts, Zobair for choice, as nearly all the horses for Bussorah (and many of better quality, which would not be allowed to pass through the Bussorah and Amarah customs-houses) are sent to them. All, however, which are shipped at Muhammarah and Kuwait pass through Zobair, where the large majority change hands. The dealers are usually to be found here (Zobair) during the season (August, September, and October), and private individuals "on purchase intent" should locate themselves at that town to obtain a fair pick of the animals as they come in.

Tonnage was plentiful during the year, and freights, as a rule, averaged well. Rates for the United Kingdom were as follows:—Tonnage and freights.

January, 1*l.* 7*s.* to 1*l.* 8*s.*; April, 1*l.* 12*s.* to 1*l.* 14*s.*; May, 1*l.* 12*s.* 6*d.* to 1*l.* 15*s.*; June and July, 1*l.* 13*s.* to 1*l.* 14*s.*; August, 1*l.* 11*s.* to 1*l.* 13*s.*; September, 1*l.* 17*s.* 6*d.* to 2*l.* 2*s.* 6*d.*; October, 1*l.* 17*s.* to 1*l.* 18*s.*; November and December, 1*l.* 13*s.* to 1*l.* 14*s.*

Rates to Bombay ruled from 5 rs. to 12 rs.

Imports.

Details.

In 1891, for the first time, there was a large direct import from America of wood for date boxes, and from Norway and England as well.

None of the other imports call for special notice.

Navigation.

Entrance to river, &c.

Bussorah is situated on the right bank of the Shat-ul-Arab, some 60 miles from its mouth at Fao. There is deep water between Bussorah and the latter place, excepting a slight bar at Muhammarah (18 miles below Bussorah) which can only be crossed by deeply laden steamers at high water. About 16 miles from Fao is the buoy for which ships steer to enter the river. It is the only guide (except the land, of course) to the entrance of the said river, and is often hard to find, especially in foggy weather. It marks the first bar.

There ought properly to be a lightship here. There are three more buoys marking the channel to Fao, and the four are all kept up by the British India Steam Navigation Company.

The second bar is about 5 miles from Fao telegraph office (situated a couple of miles from the mouth of the river on the right bank) and $2\frac{1}{2}$ miles E.S.E. of Fao fort. The outer bar has 9 feet of water at low spring and about 19 feet at high spring tides.

The river bar 7 feet to 9 feet at low spring and 17 feet to 18 feet at high spring. But the depth of water is much influenced by local conditions, being greater with a southerly wind.

Local conditions, too, are such that usually the deepest water is found on the bars on the third tide after "full" and "change."

Ships drawing more water often force their way through the bars, driving through the soft mud, of which they are composed, to the depth of 2 feet or $2\frac{1}{2}$ feet. Deeply laden vessels often take two tides to cross the two bars; as they get over one bar on top of first tide and have to wait for top of next tide to cross the other bar.

There is a second channel, with about 2 feet more water (the eastern one, called the Naseri channel) running from the outer bar and joining the one always used a short way above the Fao bar. This has been recently surveyed by the Government of India, and the British-India Steam Navigation Company have some thoughts of buoying it, provided financial support can be obtained from the other lines interested.

Banks.

During 1891 a branch of the Imperial Bank of Persia was established in Bussorah. This is the only banking establishment here.

Public Works.

During the year under review new Government secretariat buildings, including the court of the Governor-General, and Bidayat and Tapoo courts, have been erected on the Ashar Creek, near the town of Bussorah. The whole pile, known in Turkey as the sarai, is now nearly completed, at a total estimated cost of 6,000 Turkish liras (1 lira equals 18s.), the amount, as is usually the custom in undertakings of this nature, having been raised by subscriptions; H.I.M. the Sultan having contributed, it is said, 1,000 Turkish liras towards it.

A large grain market, begun some years ago, was also completed last year, although it has been in partial use for some time previous.

Near the custom-house a drawbridge across the Ashar Creek was designed and constructed by the late Governor-General, Hidayat Pasha. It is ingenious, but very clumsy in appearance. It connects the grain market and the Magam village on the Shat-ul-Arab with the main road running from the Shat-ul-Arab (the omnibus road) up the right bank of Ashar or Bussorah Creek to the city of Bussorah. The cost, about 300 Turkish liras, was defrayed by subscriptions obtained from the principal merchants (who also gave a lot of materials) and residents. A toll is levied on foot passengers of about $\frac{1}{2}d.$ per head, and double for mounted men; and the entire revenue thus obtained is set apart for the support of a hospital for poor people, situated in the precincts of the town.

This has been inaugurated during the past year. There are three vehicles in all plying between the Shat-ul-Arab (Governor's house on right bank of Ashar Creek and Magam on the left bank of the creek) and Bussorah city. Two of these vehicles are most rickety and dilapidated in appearance, the third being in a somewhat better condition. The charge for passengers is $\frac{3}{4}d.$ in the two former and $3d.$ in latter; the distance being about $2\frac{1}{2}$ miles.

Riding donkeys are also always to be had on hire at each end of the road, as well as belams (native boats propelled by poles) in the creek which runs parallel to the road.

A proposal is under consideration to construct a tramway to replace this omnibus service, but I do not think it will get beyond the proposal stage for some time to come.

The town of Bussorah is situated from $2\frac{1}{2}$ miles to 3 miles up the Ashar or Bussorah Creek from the main river; and its water supply has always been obtained from this creek, which, being also the receptacle of the refuse and drainage of the city, is little better high up than an open sewer. H.E. the late Governor-General to remedy this evil, to which, no doubt, the great mortality of Bussorah is due, and to supply Bussorah with a supply of good drinking water, erected a steam pump on the main river, and laid earthen pipes of local manufacture to the town (three miles off). But the pipes were not sufficiently strong and burst, and the steam-pump now lies idle.

Naval
hospital.

It is proposed now to replace these useless pipes by iron ones: but funds seem to be lacking, and what is always lacking in these parts, too, "local energy."

Seen from a distance, this is rather an imposing building, and is situated on the left bank of the Shat-ul-Arab, opposite the customs-house.

Coinage
current.

Its site, as regards sanitation, is not good for it, as it lies on very low damp ground. Owing to failure of funds it is not completed inside, and the place wants better sanitary supervision.

This is a very difficult matter to deal with. It is hard enough to understand oneself on the spot, and still harder to explain to others.

Certain silver coins carry an invariable legal value, while others vary in their value (*i.e.*, as compared with the Turkish lira) as the rate of silver rises or falls.

The coins in use in Bussorah are—

1. Lira.
2. Medjidieh.
3. Keran.
4. Piastre (three kinds).
5. Rupee.
6. Dollar.
7. Franc.

The lira (18*s.* sterling, *i.e.*, 10 per cent. less than 1*l.*) is a gold coin, and is invariable.

The medjidieh ($5\frac{1}{4}$ medjidieh = 1 lira) is a silver coin, and is invariable.

The keran ($34\cdot15$ kerans = 1 lira) is likewise invariable; and all mercantile contracts and disbursements are made, as well as bills paid, in kerans—except for dates, when the piastre is alone used.

There are three kinds of piastre, all invariable—

a. The Government piastre, 100 of which = 1 lira.

b. The local piastre, $153\frac{3}{4}$ of which = 1 lira.

c. The piastre used for ordinary current expenses (*i.e.*, small purchases of market or garden produce, &c.), $170\frac{3}{4}$ of which = 1 lira.

The rupee varies in value with the rise and fall of silver; 18*s.* divided by the market rate of the rupee will thus give the number of rupees on any day that go to a lira.

Similarly as regards dollars.

The franc is only used in paying for telegrams, and its value (22 fr. 50 c. equals 1 lira) is invariable.

In paying customs dues and taxes the authorities allow 19 Government piastres per medjidieh; but the quarantine authorities take their fees at the rate of 20 Government piastres per medjidieh.

In some old deeds the obsolete "shami" is found. Dates, too, are often quoted in "shamis." One "shami" is equal to 10 Government piastres.

Agriculture.

This has not developed much of late years in the immediate vicinity of Bussorah, owing to the fact that almost all available and suitable land is being devoted to the cultivation of the date palm; but a larger acreage in outlying and up-country districts is yearly being brought under the plough. Communication with Bussorah is becoming easier, and growers find it yearly more and more advantageous to cultivate for export; the prices realised by them last year were altogether satisfactory.

Miscellaneous.

Market prices ruled here very closely in sympathy with London Market prices. prices and the available tonnage; but probably this was to a very great extent caused by the abnormally high prices current in London. Wheat per taghar varied from 200 kerans to 350 kerans, according to quality; barley, 110 kerans to 215 kerans; rice, 220 kerans to 250 kerans. One taghar is equal to 3,450 lbs.

With demand arising from the largely increased trade and Wages. export, wages ruled very much higher than previously, in some instances over 50 per cent.; the supply of lighterage, too, being seriously reduced by up-river requirements, caused a rise in prices, and the boatmen, consequently, of all labouring classes, were best off in this respect.

A branch of the American-Arabian Mission was established in Missionaries. Bussorah in 1891.

Up to the present their success amongst the natives of the country has been, I may say, almost nil, although once it becomes an established medical mission (which is, I believe, the intention) better results may be looked for.

This is in the same state as described in the 1887 Bussorah Local Govern- trade report, except, as noticed in last year's report, Bussorah ment. Pashalic was raised to a second-class one in 1890. The local customs, posts and telegraphs, and tribunals (also the soldiers quartered in the Pashalic) are absolutely under their corresponding bureaux in Baghdad, while the Governor-General (Wali) is independent.

These are in exactly the same state as described in the 1887 Customs-house trade report. and tribunals.

This likewise has little changed since 1887, a slight increase Population. in the outlying date villages only being perceptible.

These are exactly as described in the 1887 trade report.

Dates are sold by karas of 5,550 lbs., grain by taghars of Weights and measures; also exchange. 3,450 lbs., wool by maunds of $172\frac{1}{2}$ lbs. The retail weight is the hokka or oke of $27\frac{1}{2}$ lbs.

Exchange on England is generally the same as in Bombay; but during the date season, when many bills are in the market, the Bussorah rate is lower.

The statements made on these subjects by the late Mr. Consul Climate and Robertson, in his trade report of 1887, present, in my opinion, public health. too rosy a picture of Bussorah in the hot weather.

It is true that a remarkable improvement has taken place in the neighbourhood owing to the substitution of date and wheat cultivation for that of rice; the result being that the river banks are all along now "bunded" to keep out the water, except that necessary for irrigation purposes, and the country inland is hence much drier than heretofore. But malarial fever has by no means vanished, although Englishmen in time get acclimatised, and their constitutions do not appear to suffer permanently therefrom.

The north-west wind ("shamal") prevails only for about 40 days (between the end of May and middle of August).

During December, 1891, and January, 1892, the thermometer showed 5° Fahr. of frost during a few nights, and the days were clear, cold, and bracing.

Growing
importance of
Bussorah :
development
of the Karun.

Bussorah is yearly growing in mercantile importance, and is steadily drawing more attention from the outside world.

It has of late years sprung into a large grain exporting port, and the exports of cereals (wheat, barley, rice, &c.) during the past year have far exceeded in amount those of any previous year.

As the Karun trade develops the importance of Bussorah as a shipping port will likewise increase.

A considerable portion of the grain and most of the wool exported from the Karun has for many years been brought here for sale on export account; but the opening of the river to commerce, and the establishment of British merchants at Shuster, Ahwaz and Muhammarah will doubtless divert a portion of the trade, which, while improving Muhammarah, will not very materially affect Bussorah, the two ports lying only 18 miles to 20 miles apart, and the convenience of shipping being practically co-equal.

Position of
villages and
towns on the
Shat-ul-Arab.

I would notice that all the old towns and villages between Gurna (40 miles up stream) and Fao (60 miles down stream) on the Shat-ul-Arab, *e.g.*, Abu'l Kasib, Hamdan, Seraji, &c., as well as Bussorah, are situated up creeks a few miles from the main river. The reason for this was, that up to within 20 or 30 years ago the unsettled state of the river, which was infested by piratical bands, offered no security to wayfarers or those dwelling on the banks.

Quarantine.

During the year under review 24 hours "observation" was maintained against India.

Annex A.—PRINCIPAL Firms in Bussorah.

Designation at Bussorah.	Under what Protection.	European or Indian Branch or Correspondent.
Gray, Mackenzie, and Co., agents for British-India Steam Navigation Co. and Lloyd's agents	British ..	Gray, Dawes, and Co., 13, Austin Friars, London, E.C.
Lynch Brothers, agents for Euphrates and Tigris Steam Navigation Co.	British ..	Lynch Brothers, 3, Salter's Hall Court, Cannon Street, London, E.C.
Darby, Andrewes and Co., agents for Persian Gulf Steamship Co.	British ..	R. G. Jones, Price, and Co., 1, Church Court, Clement's Lane, London, E.C.
Persian Gulf Trading Co. ..	British ..	Persian Gulf Trading Co., 4, Fenchurch Avenue, London, E.C.
Hotz and Co. (Dutch firm) ..	British ..	J. C. P. Hotz and Sons, Billiter Square Buildings, London, E.C.
Asfar and Co.	Turkish..	Asfar Frères, Marseilles
Hajee Esmail Hajee Allana (agent here Hajee Jamal Memni)	British ..	Hajee Esmail Hajee Allana, Bombay
Bombay and Persia Steam Navigation Co. (agent here Agha Muhammed Jevad)	British ..	Bombay and Persia Steam Navigation Co., Bombay
Ibrahim ul Mandil (Arab) ..	Turkish..	Abdul Mubsam, Bombay
Addulla ul Shaibi (Arab)..	Turkish..	None
Hamad ul Bassam. . . .	Turkish ..	Abdul ul Bassam, Bombay
Sulaiman ul Shubaili (Arab) ..	Turkish..	Abdul ul Ibrahim, Bombay
Morad Noah (Jew) .. .	Turkish..	None
Abdul Juda (Jew).. . .	Turkish..	None
Othman ul Fraih	Turkish..	Ali ul Fraih, Bombay
Haji Mulla Hussen .. .	Persian ..	None
Ali ul Bassam	Turkish..	Abdul Aziz ul Bassam, Bombay

**Annex B.—RETURN of Principal Articles of Export from the
Port of Bussorah during the Years 1891–90.**

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Dates	Boxes ...	959,702	303,537	1,133,987	447,024
"	Skins ...				
"	Baskets ...				
Wool... ..	Bales ...	33,535	286,056	37,123	313,220
Horses	Number ...	3,149	73,930	3,193	63,860
Hair and mohair	Bales ...	142	1,350	802	10,391
Hides and skins	" ...	3,128	18,939	4,290	16,275
Sesame	Bags ...	6,566	4,830	3,989	3,435
Gall nuts	" ...	11,576	47,964	16,387	74,387
Gum	Packages ...	4,821	51,484	6,018	49,593
Carpets	Bales ...	820	21,140	719	12,440
Liquorice roots	" ...	1,582	3,604	1,241	2,630
Opium	" ...	627	57,600	561	57,380
Ghee... ..	Cases ...	27,125	50,112	11,405	24,076
Wheat	Bags ...	762,523	355,504	400,862	183,530
Rice	" ...	49,582	18,362	13,749	5,189
Barley	" ...	34,537	8,764	327,956	65,522
"	Bulk, cwt. ...	734,518	119,541	...	...
Seeds... ..	Bags ...	96,119	64,079	61,655	20,964
Silk manufacture	Bales ...	153	3,480	345	8,462
Paddy	Bulk, cwt. ...	8,200	1,476	...	...
Sundries	Packages ...	9,206	33,875	7,066	17,770
Dates and grain by native craft	Tons* ...	100,000	500,000	...	...
Total	...	...	2,024,927	...	1,376,048

* In 1890 this was distributed under its proper headings of dates, wheat, rice, barley; which could not be done this year for reasons already given.

**Annex C.—RETURN of Principal Articles of Import to the Port
of Bussorah during the Years 1891–90.**

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Silk, woollen, and cotton cloths	Packages ...	23,946	678,215	13,835	501,875
Sugar, loaf	Cases ...	26,619	49,695	56,875	101,268
" crushed	Bags ...	12,543	17,924	13,394	32,013
Coffee	" ...	6,497	23,897	5,201	18,582
Spices	Packages ...	13,826	18,270	13,902	23,670
Iron rods, sheets, and hoops	Tons ...	14,373	5,860	27,356	18,819
Copper	Bundles ...	1,080	12,960	...	...
Gunnies	Bales ...	4,468	19,943	2,782	8,947
Wheat	Bags ...	6,716	41,188	2,962	19,375
Rice	" ...	...	71	...	35
Wood—	" ...	4,552	2,266	11,831	5,955
Poles for rafters... ..	Number ...	...	...	29,553	5,200
Planks	" ...	28,782	6,595	35,685	7,160
For date boxes	Bundles ...	83,831	37,117	97,698	41,064
Coal	Tons ...	7,846	12,316	8,580	15,820
Kerosine oil	Cases ...	30,179	10,393	22,532	7,195
Tobacco	Bags ...	4,838	10,734	2,694	6,009
Gold thread	Cases ...	...	...	10	500
Indigo	" ...	518	13,200	656	16,473
Tin and lead	Slabs ...	4,145	9,073	...	...
Sundries	Packages ...	62,559	123,976	44,366	96,169
" poles, charcoal, millet, &c., by native craft	Tons ...	30,000	50,000	...	...
Total	...	...	1,143,622	...	921,131

NOTE.—The money values of the imports must be regarded as merely approximate.

**Annex D.—RETURN of all Shipping at the Port of Bussorah
during the Year 1891.**

Nationality.	Sailing.		Steam.	
	Number of Vessels.	Estimated Tonnage.	Number of Vessels.	Tons Net Register.
English	Not obtainable.*	100,000	138†	145,980
French				
Arab			1	1,091
Turkish				
Persian			2	1,765
Norwegian	..	..		
Total	..	100,000	141	148,836

* The Turkish authorities have been unable to supply this information to this Consulate for the year 1891.

† The total "140 steamers," shown in the report for 1890, included the river steamship "Blosse Lynch," and the river steamship "Iran" plying between Bussorah and Ahwaz (on the Karun), showing 27 trips, at a net register tonnage of 5,184. Excluding these the figures for 1890 would be 113 steamers, and 112,267 tonnage, instead of 140 steamers, and 117,451 tonnage as given. This year (1891), were I to include the Karun traffic, the number of steamers, would be 169 instead of 141, and tonnage 154,212 instead of 148,836, as shown. But I have only shown the numbers and net register tonnage of ocean steamers. Thus the year 1891 shows an increase over that of 1890 of 28 ocean-going steamers, with a net register tonnage of 36,569.

LONDON :

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 12 | 92—H & S 1438)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1310.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEARS 1891-92
ON THE
TRADE OF THE CONSULAR DISTRICT OF
SALONICA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 962

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE.
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—197.]

Price Twopence Halfpenny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page :—

No.	Price.	No.	Price.
1188. Munich	2d.	1249. Fiume	2d.
1189. Resht	1d.	1250. Leghorn	2½d.
1190. Batavia	1½d.	1251. San Francisco	5½d.
1191. Batoum	1½d.	1252. Bushire	2d.
1192. Tainan	1d.	1253. Nagasaki	1d.
1193. Amoy	1d.	1254. Smyrna	1d.
1194. Zanzibar	4d.	1255. Yokohama	1½d.
1195. Corunna	2d.	1256. Stockholm	1½d.
1196. Algiers	15½d.	1257. Lisbon	1½d.
1197. Pakhoi	1d.	1258. Tientsin	1d.
1198. Nice	1½d.	1259. Port Said	1d.
1199. Kiungchow	1½d.	1260. Hiogo and Osaka	2½d.
1200. Aleppo	1d.	1261. Damascus	1d.
1201. Stettin	4½d.	1262. Samoa	½d.
1202. Swatow	1d.	1263. Rio Grande do Sul	2½d.
1203. Charleston	2½d.	1264. Jeddah	1d.
1204. Syra	1d.	1265. Vienna	3d.
1205. New Orleans	2½d.	1266. Shanghai	3d.
1206. Suakin	1½d.	1267. Bangkok	1½d.
1207. Caracas	1d.	1268. Meshed	1½d.
1208. Somali Coast	1d.	1269. Cadiz	2d.
1209. Nantes	1d.	1270. Cherbourg	1d.
1210. Tahiti	2d.	1271. Erzeroum	½d.
1211. Ichang	3½d.	1272. Christiania	5d.
1212. Wenchow	1d.	1273. Buda-Pesth.	½d.
1213. Havana	2d.	1274. New York	3d.
1214. Cagliari	1d.	1275. St. Petersburg	7½d.
1215. Old Calabar	½d.	1276. Alexandria	1½d.
1216. Foochow	1d.	1277. Tokio	2½d.
1217. Wuhu	1d.	1278. Bilbao	3½d.
1218. Vera Cruz	1½d.	1279. Beyrout	6d.
1219. San José	1d.	1280. Pekin	2½d.
1220. Antwerp	1d.	1281. Salvador	1d.
1221. Mogador	2½d.	1282. Malaga	4d.
1222. Berlin	1½d.	1283. Buenos Ayres	8½d.
1223. Rome	1d.	1284. Canton	1d.
1224. Constantinople	6½d.	1285. Washington	4½d.
1225. Barcelona	2½d.	1286. Warsaw	½d.
1226. Madeira	5½d.	1287. Pekin	½d.
1227. Söul	1½d.	1288. Amsterdam	1d.
1228. Chinkiang	1d.	1289. Manila	2½d.
1229. Newchwang	1d.	1290. Bahia	1d.
1230. Chungking	1½d.	1291. Munich	1d.
1231. Hankow	1d.	1292. Trieste	1½d.
1232. Odessa	2d.	1293. Tunis	4d.
1233. Chicago	3d.	1294. Montevideo	1½d.
1234. Taganrog	2½d.	1295. Belgrade	2d.
1235. Ningpo	1d.	1296. Teneriffe	1d.
1236. Mannheim	1d.	1297. Stettin	3d.
1237. Dunkirk	1d.	1298. Rome	2½d.
1238. Macao and Timor	1d.	1299. Dantzig	7d.
1239. Madrid	½d.	1300. Sofia	2½d.
1240. Port-au-Prince	2d.	1301. Mexico	1½d.
1241. Frankfort	3d.	1302. Paris	1d.
1242. Erzeroum	1d.	1303. Buenos Ayres	½d.
1243. Palermo	3½d.	1304. Tangier	2½d.
1244. Naples	1d.	1305. Somali Coast	½d.
1245. Guatemala	1d.	1306. Porto Rico	1d.
1246. Madrid	1d.	1307. Paramaribo	1d.
1247. Gothenburg	2d.	1308. Oporto	1½d.
1248. Brindisi	2½d.	1309. Naples	½d.

No. 1310.

Reference to previous Report, Annual Series No. 962.

TURKEY.

SALONICA.

Consul-General Blunt to the Earl of Rosebery.

My Lord,

Salonica, September 30, 1893.

I HAVE the honour to transmit herewith enclosed my Report on the Trade and Commerce of Salonica for the years 1891-92, together with Reports by the British Vice-Consuls at Cavalla, Monastir, and Prevesa, and Consular-Agent at Janina.

In my Report I refer to the extension of railway communication in Macedonia, and Mr. Vice-Consul Shipley's Report contains some interesting observations on the probable effect on Trade of the opening next year of the Salonica-Monastir Railway.

I regret that owing to the pressure of work and the limited staff at this Consulate-General, Mr. Consular-Assistant Monahan having been absent as Acting British Vice-Consul at Tripoli during 9 months of the year 1892, I was unable to send a separate Report for 1891, and that I have been prevented from completing the enclosed Report sooner by the frequent visits of Her Majesty's Mediterranean Squadron, and by the additional duties thrown upon me as Acting Belgian Consul-General, not to mention the difficulty always experienced in obtaining any accurate statistical information in this place.

I have, &c.

(Signed) J. E. BLUNT.

*Report on the Trade and Commerce of the Consular District of
Salonica for the Years 1891-92.*

ABSTRACT of Contents.

Salonica—	PAGE
Shipping and navigation	2
Export trade—	5
Cereals, and grain exports from Servia	6
Cocoons, progress of sericulture, and Ottoman Public Debt	7
Cotton	8
Wool	8
(1649)	A 2

ABSTRACT of Contents—continued.

	PAGE
Opium, proposed monopoly of; and poppy seed	8
Skins	9
Tobacco, cigarettes, and Tobacco Regie Company	10
Chrome ore and antimony	11
Wine and brandy	11
Other articles	12
Import trade—	
In steam and sailing vessels	12
Proportion carried in British vessels	12
British goods, caution against local commission agents of no recognised standing, and suggestion as to catalogues and price lists	12
Austrian goods	16
French	16
Belgian	16
Turkish	17
German	17
Italian	17
Russian	17
Greek	17
Swiss	17
Public works and industrial enterprises—	
Salonica-Mitrovitza Railway, traffic, and British direct trade with Serbia	17
Railway extensions in Macedonia: Salonica-Monastir, and Salonica-Constantinople lines	19
Salonica tramways	20
River Vardar concession	20
Salonica waterworks	20
Salonica brewery	21
Cotton mills in Macedonia	21
Concluding remarks	22
Cavalla	32
Jan'na	35
Monastir	37
Prevesa	43

Shipping and Navigation.

General
shipping.

The total number of merchant sailing vessels of all nationalities that entered the port of Salonica in 1892 (vide Annex A) was 3,876, of 83,155 tons, and of steam vessels 90, of 859,998 tons, making together 4,666 vessels, of 943,153 tons. These figures, compared with those of 1891, show a decrease of 330 sailing vessels, of 6,198 tons, and an increase of 39 steam vessels, of 77,883 tons, or together a decrease of 291 vessels, and an increase of 71,685 tons (Annex B). The increase in steam tonnage is in a great measure due to German, Greek, and Russian steam navigation companies having established regular services to this port.

British
shipping.

121 British steamers of 217,451 tons entered this port in 1892, showing, as compared with 1891, a decrease of 26 vessels, but an increase of 24,451 tons.

The falling-off in the number of steamers was due to the British coasting company, Joly Victoria, having suspended their steam service to this port.

Direct or
carrying trade
in British

57 British steamers of 99,420 tons, fully or partially laden, entered during 1892, or 2 steamers and 341 tons less than in

1891. Of these steamers 40, of 72,759 tons, brought general cargo; 14, of 21,161 tons, coal, and 3, of 5,500 tons, rice, while in the year preceding 46, of 77,728 tons, brought general cargo, 10, of 16,110 tons, coal, and 3, of 5,923 tons, rice.

vessels from
and to Great
Britain and
British
colonies.

30 steamers of 55,545 tons cleared with cargoes, or 12 of 16,860 tons less than in 1891. A large proportion of these cargoes, consisting chiefly of cereals, went to Malta or Gibraltar for orders.

37 British steam vessels of 68,760 tons entered with cargoes, as against 52 of 33,843 tons in 1891, chiefly from Turkish, Belgian, and Russian ports. The clearances with cargoes show a decrease of 43 vessels and 13,321 tons, as compared with 1891.

Indirect or
carrying trade
from and to
other
countries.

42 vessels of 75,262 tons cleared with cargoes for Turkish; 7 of 13,057 tons for German, and 1 of 1,314 tons for Italian ports, as against 93 of 102,741 tons for Turkish, and 1 of 2,500 tons for French ports in 1891.

There was a slight decrease in the number and tonnage of sailing vessels, but an increase in steamers of 13 vessels and 7,691 tons. The Kourdjî Steam Navigation Company has organised and keeps up a direct service between Constantinople and Salonica, and its steamers now perform the voyage in 32 hours from port to port.

Shows a decrease in sailers of 2 vessels and 1,203 tons, but an increase in steamers of 13 vessels and 7,691 tons.

Both show a decrease, the Danish of 1 steamer and 1,328 tons, and the Dutch of 4 steamers and 2,805 tons.

Danish and
Dutch.

The numbers and tonnage under the French flag show a decrease of 23 steamers and 22,354 tons. This decrease was chiefly a consequence of the cholera in France, and the rigid quarantine enforced in Turkey against arrivals from there.

The low through railway and maritime freights established last year between Germany and the Levant ports have given an impulse to German shipping at Salonica. Before 1890, German steamers very rarely called at this port. In that year, however, 17 steamers of 18,716 tons arrived here with cargoes chiefly from Hamburg.

In 1891 the arrivals increased to 31 steamers of 37,136 tons, and in 1892 to 38 steamers of 45,621 tons.

German steamers now call here regularly, bringing German, Belgian, and Austrian goods, and shipping cargoes, chiefly of cereals, chrome ore, skins, and poppy seed, at low freights for Antwerp and Hamburg.

There was a decrease in the number and tonnage of sailers, amounting to 32 vessels and 4,218 tons, but an increase in steamers of 8 vessels and 6,243 tons.

Greek.

Shows a decrease in sailers of 5 vessels and 1,587 tons, also a decrease in steam tonnage of 4,424 tons, although the same number of steamers entered as in 1891.

Italian.

The number of Norwegian steamers trading to Salonica increased from 2 of 1,491 tons in 1891 to 6 of 7,560 tons in 1892.

Norwegian.

The number and tonnage of steamers under this flag show an

(1649)

A 3

increase over 1891 of 21 vessels and 28,971 tons. The steamers of the Russian Navigation Company now call regularly twice a month at Salonica on their outward and homeward voyages between Odessa, Constantinople, Mount Athos, Piræus, and Alexandria, and are gradually extending their operations in the Levant, especially in the passenger traffic, consisting chiefly of Russian monks and pilgrims to and from Mount Athos.

Progress of
British and
foreign steam
shipping.

The following condensed table of Annex C. shows a very considerable progress in British and foreign steam shipping at this port during the last 10 years, caused chiefly by the impulse which the Salonica-Uscub Railway and its junction with the Servian system have given to the trade and commerce of Macedonia, and there is no doubt that this progress will be maintained owing to the railway extensions under construction in this province.

STATEMENT of Steam Shipping at Salonica in 1892 as compared with 1883.

Nationality.	Steam Tonnage.		Increase in 1892.
	1892.	1883.	
British*	217,451	132,785	84,666
Foreign	725,702	358,368	367,334
Total	943,153	491,153	452,000

* I can only give this gross registered tonnage, as most of the British steamers trading to this port have no occasion to deposit their agreements at Her Majesty's Consulate-General, and I have to compile my returns from data furnished by the shipping agents who generally give the gross tonnage.

Carrying trade in British and foreign steamers. Annexes D and E show that 110,762 tons of goods were imported and 154,755 tons were exported in steam vessels in 1892, or an increase of 21,254 tons in imports and of 7,502 tons in exports as compared with 1891.

Of the total imports in 1892, 51 per cent., and of the exports 41 per cent. were carried in British vessels.

Ordinary disbursements for unloading or loading steam vessels, and port dues. Inquiries having occasionally been made at this Consulate-General by owners and masters of British vessels with regard to heavy charges made by certain shipping agents and brokers for unloading and loading steamers and for ships' supplies at this port, I have prepared a statement (Annex F) on the subject, also a table (Annex G) showing the port dues levied at Salonica.

The rates for unloading or for loading and trimming cargoes vary from 3½d. to 6d. per ton, according to the amount of business in the port; and the agents' commission for transacting a ship's business from 3l. to 5l.

The labourers employed in the above operations are mostly Jews. They are plentiful, fairly cheap, and work well and quickly. Labourers.

Open lighters are used, consequently the goods occasionally are damaged through rain or bad weather. These lighters, made at Salonica at a cost of about 45*l.* with a capacity of 25 tons to 30 tons each, are owned and worked principally by Jews. Lighterage.

The trade at this port also suffers serious inconvenience and injury from the absence of efficient and proper appliances for landing or clearing goods at the custom-house. It frequently happens that loaded lighters in waiting their turn to be discharged have to lie at anchor during the night and are exposed to bad weather, especially in the winter months, with the result of loss to the consignees or the Marine Insurance Companies. This state of things accounts for the complaints made by the merchants of Belgrade as to the damaged condition of the goods forwarded to them by the Salonica route. Absence of facilities for landing and loading goods, and inaction of Porte in the matter.

The Ottoman Government has on more than one occasion promised Her Majesty's Ambassador that it would attend to the necessities of the port, but so far no steps have been taken to my knowledge to afford any of the facilities most urgently needed at present, not even to restore the three old landing stages which were partially destroyed by a storm four or five years ago.

This apparent inaction may be due to the pending negotiations of the Ministry of the Sultan's Civil List with a French engineer (M. Dufour), representing a Syndicate in France, for the construction of a commercial harbour at Salonica, the concession for which is held by the above Department. Proposed construction of a commercial harbour at Salonica.

The form of contract, with the details of the proposed works and of the tariff of dues to be levied on shipping and goods, having been forwarded to the Governor-General of Salonica for his views on the subject, his Excellency requested the Salonica Chamber of Commerce to have these papers examined and reported upon by a Commission composed of the leading merchants in the place. According to the proposed contract or convention the cost of the works is estimated at 6,000,000 fr.; and the tariff of dues is more or less similar to the one in force at Smyrna, and does not contain anything differential against British trade.

I may mention with respect to this proposed harbour that an experienced English engineer, who has visited and examined this port, is thoroughly convinced of the soundness of the scheme.

Exports.

The prohibition against the exportation of rye, oats, barley, and wheat from Russia, and the failure of the crops in some of Cereals.
(1649)

the other corn-producing countries developed an active and remunerative grain trade at this port in the two years under review; and as the yield of the principal crops in Macedonia was above the average both in quality and quantity, orders for foreign markets were promptly executed.

Annex H. is a return of the shipments of grain, flour, and bran in British and foreign steamers during 1892 as compared with 1891. By far the largest proportion of these shipments, as is shown in the table below, was made in British steamers, most of which cleared with full cargoes direct for Malta or Gibraltar for orders.

RETURN of Grain Shipments during the Year 1892.

Nationality.					Per Cent. of Total.
British	..	..	..	..	44.50
German	..	..	..	..	9.00
French..	..	..	..	..	13.00
Greek ..	..	..	..	..	7.50
Italian..	..	..	..	..	13.75
Other nationalities	..	..	..	..	12.25

The quantities of grain, flour, and bran exported in 1892 amounted to 2,630,329 cwts., against 2,703,380 cwts. in 1891. The average prices of the several descriptions are given in Annex H.

Wheat, barley, and maize. Most of the shipments of wheat were for France and Italy, and those of barley and maize for Great Britain and Continental ports.

Rye, oats, and millet. Rye was chiefly exported to Germany, and oats to Great Britain. Before the Russian prohibition the oats of Macedonia were almost exclusively exported to France.

Millet was not so largely sown as in former years, and consequently a small quantity was exported, chiefly to France and Italy.

Flour and bran. Most of the export of flour was to Bengazi, Crete, and Tripoli. The bran was shipped for England, France, and Germany.

Grain exports from Servia. Although most of the grain exported from Salonica was produced in Macedonia, a considerable quantity came down from Servia in transit for the United Kingdom and Continental ports.

Before the junction of the Turkish and Servian railways at Vranja, in 1888, very little grain was exported from Servia, and most of the Servian products took the Fiume or the Danube route.

Even in the two years after this junction was completed no grain was sent down to Salonica owing to the high rates charged on both railways, and it was only in 1890, when these rates

were reduced, that the Servian export trade by the Salonica route began to assume some importance.

The crop of 1892 was superior in quantity and in quality Cocoons to that of 1891.

Exports amounted to about 8,900 cwts. in the former, against 6,100 cwts. in the latter year.

Average price in 1892, 4s. 9d. per 1 lb. f.o.b.

Macedonia is supplied with foreign eggs, particularly French, with the Garnier and Fabre marks. In 1892, 59,453 boxes, containing $1\frac{1}{2}$ oz. to $6\frac{2}{3}$ oz. each, were imported from France. Nevertheless, Messrs. Allatini Brothers have for the last two years carried on a factory of native eggs, under the direction of an Italian, which seems to promise well.

As the silk farmers in Macedonia have been encouraged by the disappearance of the disease which in former years attacked the worms, as well as by the facilities rendered by the Council of the Ottoman Public Debt, which administers the silk tax, to invest more capital in sericulture, the production of cocoons and concurrently the revenue derived from the tax have considerably increased during the last four years. For instance, the silk tax of the district of Salonica for the year 1888, before it was assigned to the above Council, barely fetched 9,000*l.*, whereas in 1889 it yielded 11,000*l.*; in 1890, 14,000*l.*; in 1891, 12,300*l.*; and in 1892, 20,000*l.* The estimated yield of this tax for the present year is 23,000*l.*

Progress of sericulture in Macedonia and facilities rendered to silk farmers by the Council of the Ottoman Public Debt.

The agents of the Ottoman Public Debt at Salonica are doing their best to foster this important industry, whether by granting all possible facilities to those engaged in it or by extending and improving the culture of the mulberry tree.

Mulberry plantations, extension of

In 1891 they distributed to the farmers 5,000 plants, and in 1892, 24,000 plants, which they imported from Brussa, and with the sanction of the Ottoman Government they exempt from fiscal charges all new mulberry plantations during a period of three years.

Somewhat similar facilities and improvements have also been introduced by the Public Debt with like results into the administration of the other taxes which are entrusted to it, more particularly of those affecting viticulture. In proof of this, I need only point out the progressiveness of the revenue derived from the wine and spirit tax. Under the old system the amount collected from this tax by the provincial authorities averaged about 13,000*l.* per annum, whereas under the administration of the Public Debt, since 1880-81, the amount annually increased, and produced in 1892 about 53,000*l.*

Improvements introduced by the Council of the Ottoman Public Debt into the administration of other taxes assigned to it. Progress of revenue from wine and spirit tax. Good administration of the Public Debt. Organisation and efficient management of its service at Salonica.

The equitable and efficient manner in which the Council of the Ottoman Public Debt administers the revenues assigned to it, and the changes and improvements it has effected in the system of their collection have relieved Macedonia of some of the crying abuses which were practised by the farmers of the taxes, and the hope is now generally entertained by the inhabitants, by the agricultural classes in particular, that the

Ottoman Government will be induced, by the experience and advantages it has gained from this good management, to entrust this Council with the administration and collection of the tithes of cereals, which form by far the most important source of the revenue derived from this province.

I should also add that great credit is due to the chief agents of the Public Debt at Salonica, namely, Riza Bey, a Turk, the Director-General, and Mr. Oscar Edwards, a British subject, the chief Comptroller, for the careful and intelligent manner in which they have organised and direct the service under their management. Their jurisdiction extends over the Vilayets (provincial administrations) of Salonica and Cossova, and the Sandjack of Gumuldjina, which is in the Vilayet of Adrianople; and the personnel under their orders comprises 12 mudirs (directors), 46 meimours (sub-directors), 101 clerks, and 96 guards, in all 255 officials, of whom 246 are Ottoman Mussulmans, 6 Ottoman Christians (4 Greeks and 2 Bulgarians), and 3 Europeans.

Cotton

The yield of the crops in 1891 and 1892 proved abundant and of superior quality. Most of this product is consumed in local factories, and only about 4,720 cwts. were exported in 1892, against 4,330 cwts. in the previous year, chiefly to Italy and France, at prices ranging from 1*l.* 1*s.* 6*d.* to 1*l.* 14*s.* 6*d.* per 1 cwt. f.o.b.

Wool.

An average yield in both years, and small quantities were exported chiefly to France and America, as most of this product is consumed in local industries and mainly in the manufacture of carpets and rugs, as well as "Abbas" and "Shayak" cloths, much used by the natives.

EXPORTS.

Year.							Quantity.
							Cwts.
1892	..	..	..	..	..	..	4,100
1891	..	..	..	..	..	..	5,300

At the following prices:—

Description.	Price per Cwt. f.o.b.					
	From—			To—		
	£	s.	d.	£	s.	d.
Unwashed	2	1	0	2	5	0
Washed	3	9	0	3	18	6

Opium.

In 1891 the yield amounted to 181,250 lbs., 172,550 lbs. of

which were exported to England principally, at about 9s. per lb. f.o.b.

In 1892, owing to unfavourable climatic conditions, it decreased to 152,250 lbs., of which only 130,000 lbs. were exported at 8s. 6d. per lb. f.o.b. The crop of the present year has produced about 80,000 lbs., owing to a large percentage of the poppy plants having been destroyed by frost in March and April.

The news that was circulated in Constantinople in October, 1892, that a syndicate of bankers was trying to obtain from the Ottoman Government a monopoly of opium caused considerable anxiety to the mercantile community of Salonica, and some merchants, who are interested in the opium trade with England, addressed a petition (Annex I.) to this Consulate-General setting forth the great injury this trade would suffer from such a monopoly.

His Excellency Her Majesty's Ambassador, to whom the petition was forwarded, at once took action in the matter, and received the formal assurance of the Sublime Porte that no decision on the subject will be taken without consultation with the Department for Foreign Affairs, and in no case will the decision arrived at be contrary to treaty stipulations.

About 4,900 cwts. were exported in 1892, against 4,300 cwts. in 1891, chiefly to Germany, at prices ranging from 12s. 2d. to 12s. 7d. per cwt. f.o.b. Poppy seed.

Business in skins, taking it all through, was very brisk in both years, especially in lamb skins for Germany, and the trade for that market is now greatly facilitated by direct steam communication which the "Deutsche Levante Linie" Navigation Company has established between this port and Hamburg.

A considerable quantity of lamb and kid skins of Upper Macedonia and Albania, which were formerly exported through the port of Salonica, is now forwarded by the railway from Uscub to Buda-Pesth and Vienna.

STATEMENT showing the Approximate Quantities and Average Prices of the various kinds of Skins which were Exported from Salonica during the Years 1891-92.

Description of Skins.	1891.		1892.		Destination.
	Number of Pieces.	Price per Pair f.o.b.	Number of Pieces.	Price per Pair f.o.b.	
Lamb	700,000	Fr. c. 4 50	600,000	4 25	Austria, Germany
Sheep	90,000	4 50	30,000	4 50	Hungary, America, England
Goat...	150,000	6 25	180,000	7 00	France, America
Kid	280,000	4 50	550,000	4 90	France, America
Hare	160,000	1 20	160,000	1 25	France
Fox	12,000	9 50	15,000	8 50	Germany
Wolf	700	8 60	1,000	8 50	Germany
Badger	8,000	5 00	4,000	4 50	Germany
Otter	1,400	23 00	1,000	20 00	Germany
Marten	10,000	20 00	9,000	20 00	Germany

Tobacco.

The yield of the tobacco crop of Macedonia in 1891, which was exported in the following year, was superior in quantity and in quality to that of 1890.

Exports in 1892, chiefly from Cavalla, amounted to about 107,460 cwts. against 64,940 cwts. in 1891.

TABLE showing the Average Prices during the Year 1892.

Province.	Price per Lb. f.o.b.	
	From—	To—
	s. d.	s. d.
Ghiubek	1 3	4 4
Kir	1 0	2 6
Pursucian	0 6	0 11
Drama	0 2½	0 7

The crop of 1892, the produce of which is being exported in the present year, is estimated at about equal to that of 1891.

The Macedonian tobacco exported from Salonica, Cavalla, and Porto Lagos, is chiefly shipped for Austria-Hungary, Roumania, Great Britain, Germany, Egypt, France, and Italy. A small quantity is sent by the railway to Servia.

Manufacture
of cigarettes.

A good deal of the produce is secured by the Ottoman Tobacco Regie Company chiefly for the manufacture of cigarettes, of which large quantities are consumed in the country and exported to foreign markets.

TABLE showing Regie Prices of Tobacco and Cigarettes.

Description.	Price per Kilogramme or 2·204 Lbs.	
	Cut Tobacco.	Cigarettes.
	£ s. d.	£ s. d.
Extra	2 5 5	2 10 10
First quality	1 7 3	1 12 6
Second quality	0 18 0	1 3 8
Third quality	0 14 6	1 0 0

22,000,000 cigarettes were manufactured in the factory of the Regie Company at Salonica in 1892, against 19,000,000 in 1891; 16,000,000 in 1890; 14,000,000 in 1889; and 10,000,000 in 1888.

Regie tobacco
factory.

This factory is under the management of a specialist (Mr. Gregory Lucas, British subject) who is assisted by a staff of 15 foremen, clerks and employés, 330 manipulators, 270 of whom

are Jews (70 men and 200 girls), 60 Greeks and Bulgarians (10 men and 50 girls), and 5 Turks as guards. The male operatives are paid at the rate of 2*s.* 6*d.* to 3*s.* 3*d.*, while the female receive 1*s.* to 1*s.* 4*d.* per day of nine working hours.

The female operatives, especially the Jewesses, are very skilful and quick in the manufacture of cigarettes.

The production and sale of tobacco in the Sandjack of Salonica and the Vilayets of Cossova and Monastir are under the superintendence of a "Nazir" (Director) at Salonica (M. Marechal, a Frenchman), who is assisted by a large permanent staff composed of 87 inspectors, comptrollers and clerks, 11 of whom are foreign and 76 Ottoman subjects. The company also employs 480 guards, all Mussulmans, for the prevention of smuggling.

The following figures represent the receipts and expenses of the company, including those of the tobacco factory for the year 1891 :—

	Amount.	
	Receipts.	Expenses.
	£	£
Sandjack of Salonica	85,000	19,000
Vilayet of Monastir	25,000	8,500
" Cossova	9,000	5,500
Total	119,000	33,000

The revenue which the company derives from its monopoly would considerably expand but for the smuggling which is extensively carried on in the interior, more particularly in Upper Albania.

About 5,200 tons of chrome ore were exported from Macedonia in 1892, and 2,600 tons in the previous year, chiefly to Great Britain and Germany, average price 3*l.* 10*s.* per ton f.o.b.

Of antimony there was exported in 1892, 425 tons at 11*l.* per ton, and 210 tons in 1891 at 13*l.* per ton f.o.b.

The aggregate quantities of the wine and brandy produced in the Vilayets of Salonica and Cossova, and the Sandjack of Giumuldjina are estimated as follows :—

Description.	Quantity.	
	1891.	1892.
	Kilogrammes.	Kilogrammes.
Wine	29,000,000	35,000,000
Raki	3,750,000	4,215,000

1,235,830 kilos. of wine were exported in 1892, against

176,158 kilos. in 1891. This large increase in the export is due to the orders from Servia to supply the deficiency caused by the almost total failure of the vintage there in 1892. Average prices in the producing districts, 1s. 2d. for the first quality, "Niausta"; 9d. to 10d. for the medium quality, Giumendjé; and 5d. to 7d. for the ordinary wines, per 1 gallon.

The Niausta and Giumendjé are considered very palatable and wholesome wines.

Very little of the native brandy is exported, as most of it is consumed in this and adjoining provinces, and is sold from 11d. to 2s. 4d. per gallon, according to quality.

The grapes in Macedonia this year are in a forward state, and their exceptional size, quality, and quantity promise a far more abundant vintage than last year's crop.

Other articles
of export.

These include native spun cotton yarns, fennel seed, bones, rags, red pepper, Shayak and Abbas woollen cloths, oak and pine sleepers, charcoal, honey, butter, cheese, poultry, eggs, pigs, leeches, and sheep's dung.

Imports Generally.

Imports in
steam vessels.

The quantity of goods imported in steam vessels at Salonica during 1892 amounted to 110,762 tons, against 89,508 tons in the previous year (vide Annexes D and E).

In sailing
vessels.

The quantity imported in sailing vessels is estimated at about 23,000 tons and 19,000 tons in 1892 and 1891 respectively.

Proportion of
imports
carried in
British
steamers.

The following table shows that of the total of imports in steamers in 1892 50·50 per cent. was carried in British steamers:—

Nationality.						Per Cent.
British	..	..	..	..	..	50·50
Austrian	..	..	..	..	..	10·00
Danish	..	..	..	..	..	2·61
Dutch	..	..	..	..	..	3·42
French	..	..	..	..	..	7·50
German	..	..	..	..	..	6·66
Greek	..	..	..	..	..	5·31
Italian	..	..	..	..	..	6·31
Norwegian	..	..	..	..	..	3·32
Ottoman	..	..	..	..	..	3·09
Russian	..	..	..	..	..	1·15

Of the total quantity of the goods imported under the British flag in 1892, 57·38 per cent. came from Great Britain and British colonies, and the remainder from foreign countries, principally Belgium.

British goods.

32,197 tons of these goods were imported in British vessels in 1892, against 26,000 tons in the previous years. Also 3,230 tons were imported in foreign steamers in the former, against 2,578 tons in the latter year.

The following table shows the quantities of the principal goods which were imported under the British flag from Great Britain and British colonies:—

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Coals	17,600	24,376
Cotton manufactures, piece-goods, and yarns	2,319	2,588
Rice.. .. .	1,267	1,855
Iron, and articles manufactured therefrom	1,640	907
Chemicals	500	605
Jute sacks and cloth	748	478
Other articles	686	486
Goods in transit, Bulgaria and Servia	1,240	832
Total	26,000	32,127

There was a sustained demand for these goods due to the Cotton piece-favourable harvests in 1891 and 1892 having improved the goods and position of the agricultural classes. Besides the quantity imported in British steamers in 1892, as stated in the foregoing table, 874 tons were brought in French steamers from London by transhipment at Marseilles.

TABLE showing Average Prices of Cotton Goods during the Year 1892.

Articles.		Prices.	
		From—	To—
		s. d.	s. d.
T-cloths	Per piece of 24 yards ..	1 11	4 6
Grey shirtings	Per piece of 36 yards ..	2 9	6 3
White madapolams	Per piece of 40 yards ..	3 10	9 3
Twist mule grey No. 4/14.. ..	Per lb. ..	0 8	..
” ” 16/24.. ..	” ..	0 8½	..
” extra hard No. 4/14 ..	” ..	0 8½	..
” ” 16/24 ..	” ..	0 8½	..
” ” 30/32 ..	” ..	1 1	..
” ” 40/42 ..	” ..	1 6	..
” ” 60 ..	” ..	2 6	..
” ” 70 ..	” ..	3 3	..
Sewing cottons	Per gross reels	13 0	16 6

Burmah rice. Imports in 1892, 1,855 tons, against 1,267 tons in the previous year. Average price: from 1*l.* 0*s.* 2*d.* to 1*l.* 1*s.* 6*d.* per bag of 2 cwts.

Iron, and articles manufactured therefrom. The bulk of these articles consisting chiefly of bars, hoops, girders, horse-shoe roofing and dish sheets, nails and cutlery which was formerly imported from Great Britain, now comes from Germany, Belgium and Sweden via Hamburg and Antwerp.

This is due partly to the long credits offered by the German and Belgium firms, and partly to the comparatively low through railway and maritime freights between Germany and Belgium and the Levant ports which enable producers in those countries to compete favourably against the English. British iron bedsteads and galvanised iron goods, such as buckets, and other hollow ware, chains and carpenters' tools, continue to hold their own in this market.

Chemicals. Owing to the above-mentioned facilities Belgium and Germany are gradually gaining ground for these articles in the Salonica market.

Belgium alum is now preferred, although inferior in quality to the English.

Copper. Though there is an increasing competition from Belgium, most of the copper imported at Salonica is English—about 350 tons were imported from England in 1892. Average price, 3*l.* 3*s.* per 1 cwt.

Tinplates. Imports from Great Britain about 4,500 cwts. in 1892, against 3,220 cwts. in 1891; average price, 12*s.* to 13*s.* per cwt.

Jute sacks and sacking. Continue to be imported in increasing quantities from Dundee notwithstanding Italian competition. 1,088 tons were imported in 1892, 478 tons of which came in British and 610 tons in French steamers.

A considerable quantity of Calcutta gunny bags which have been used in the packing of goods exported from India to France is also annually imported from Marseilles.

The Dundee sacks are generally used in the cotton, wool and silk trades, and the Indian in the grain trade. The former are sold from 2*s.* 11*d.* to 3*s.* 6*d.*, and the latter from 10*d.* to 1*s.* per pair, according to size and quality.

About 180,000 yards to 220,000 yards of Hessian and striped Hessian cloth are annually imported here—one-third from Dundee, and the remainder from Italy—average price, 1½*d.* to 3½*d.* per yard according to width and quality.

Coffee. Annual consumption about 21,000 sacks, and only about one-third is imported from England, the remainder comes from Marseilles and Trieste. Average prices, 4*l.* 4*s.* to 5*l.* 3*s.* per 1 sack of 1 cwt.

Leather. British leather, including belting for fly-wheels, is gaining ground in the Salonica market. About 7,000 cwts. were imported from Liverpool and London in 1892. Average price 8*d.* per lb. to 2*s.* 6*d.* per lb.

Oilcloth and linoleum. Although some competition has appeared from Belgium, the preference is decidedly given to cloths of British origin and style. Average price 1*s.* 2*d.* per yard to 2*s.* 6*d.* per yard.

Continue to be imported from Great Britain, though in Paints and varnishes and dry colours Belgium is competing and taking much oils. of the business. Prices from 10s. per cwt. to 2l. per cwt.

British codfish, salted and dried, has only been recently Codfish. introduced in Macedonia, and appears to be appreciated by the natives, especially by the monks of Mount Athos and other districts of this province. Prices 4l. 15s. to 5l. per cask of 4 cwts.

Formerly foreign alcohol, chiefly Austrian, German, Roumanian, Rum. and Russian, watered down to a strength of 24 degrees, and then coloured with some essence to give it the appearance of rum, was chiefly imported at Salonica, but since the Ottoman Government began to levy, about 2 years ago, an extra heavy duty on such adulterated compounds, the importation of British rum has increased, and is likely to develop in the future.

About 600 barrels, containing from 20 gallons to 35 gallons each, were imported from Liverpool and London in 1892 against 400 barrels in 1891, and the quantity imported in the present year up to July 31 is estimated at about 650 barrels. Average prices, 1s. 4d. to 1s. 9d. per gallon in barrels.

The coals consumed in the Salonica district all come from Coals. Great Britain in British steamers. 24,376 tons were imported, chiefly from Cardiff, in 1892, against 17,000 tons in the previous year. Average prices, 1l. 3s. 6d. per ton to 1l. 4s. per ton.

The demand increases annually in consequence of the extension of railways, and the progress of industrial enterprises in Macedonia, such as gas and waterworks, cotton and flour mills, soap, and brick factories.

There is a steadily growing demand for British made shoes Articles of and boots, felt and straw hats, men's flannel, cotton and linen apparel and shirts and vests, handkerchiefs, ties, stockings and socks, and personal use, men's and women's underclothing in general, as well as woollens and worsteds.

Before I proceed further I would venture to impress upon Caution British manufacturers and merchants who trade with Salonica the against local importance of making careful inquiries into the standing and commission agents of no solvency of local firms and commission agents from whom they recognised receive orders for goods, as in the course of the past and present standing. year more than one house in England and Scotland have applied to this Consulate-General for assistance in prosecuting for fraud and swindling certain individuals to whom they had imprudently confided their interests. In one recent case, an English firm which had executed a considerable order for shopmen in the bazaars was subsequently informed by its agent, who procured the order, that the goods were refused as being of inferior quality; and upon inquiry into the matter it transpired that the agent had sold the goods and appropriated the proceeds. As such cases now frequently occur at Salonica, British houses would do well to apply to the Imperial Ottoman Bank or the Banque de Salonique for information as to the means and integrity of local agents who may seek to do business with them.

Catalogues
and price
lists.

I would also venture to suggest that British manufacturers, who are trying to introduce their goods into Macedonia, should forward their catalogues and price lists printed in the French or Italian, instead of in the English language. Numerous catalogues in English are sent to this Consulate-General for distributing, but they attract little or no attention. The few British firms who now forward catalogues printed in French are gradually extending their business in this province.

Foreign Imports.

Austrian
goods.

11,006 tons were imported in Austrian steamers in 1892 against 8,994 tons in 1891. These goods consisted chiefly of sugar, coffee, hardware, cigarette and packing paper, ready made clothes, gold braid and thread, lucifer matches, house furniture chiefly bent wood, petroleum lamps, and picture frames. Austria also sends to Upper Albania and Macedonia by the railway via Belgrade and Uskub, alcohol, ready made clothes, woollen and worsted stuffs and hardware, the consumption of which articles, especially of ready-made clothes, annually increases in the interior.

French goods.

Owing to the quarantine against arrivals from French ports the imports in French steamers amounted to 8,329 tons in 1892 against 14,791 tons in 1891, and included 2,695 tons in the former and 2,113 tons in the latter year, of British goods brought from London in the Messageries steamer via Marseilles.

Low freights and a regular fortnightly service from London via Marseilles enable this company to compete successfully with British steamers trading between Great Britain and this port.

The goods of French origin, which are imported here consist chiefly of silk stuffs, Rouen fancy figured muslins and woollen prints, hosiery, cement, Arles stone, door and window fittings, iron shutters and screens, wines and liqueurs, novelties, preserved sardines, glass and glassware, books and stationery, and railway material; 2,431 tons of the latter, mostly rails, were brought in British steamers in 1892, against 1,634 tons in 1891.

Belgian
goods.

The quantity imported has notably increased within the last 2 years, and consisted chiefly of materials for the railways, tramways, and waterworks, iron girders, glass and glassware, candles, hardware and chemicals, most of which were brought in British steamers from Antwerp, viz., 21,407 tons in 1892 against 8,679 tons in 1891. The first total comprises 4,769 tons of waterpipes, 15,207 tons of material for the Salonica-Monastir Railway under construction, and 1,431 tons of general merchandise.

Belgium will also furnish most of the materials required for the construction of the Salonica-Constantinople railway, the works of which were inaugurated on June 22 last; and I am informed that arrangements have already been made with the shipping agents for the discharging and warehousing of about 80,000 tons

of these materials, the bulk of which is to be carried in British steamers.

These include, salt, salted fish, olives and olive oil, soap, Turkish oranges, dates, raisins, granite stone for pavements, timber, fire-wood and charcoal; also silk and cotton stuffs and mother-of-pearl goods from Damascus in Syria, for which there is a growing demand in Macedonia. Most of the above goods were brought in sailing vessels, under the Turkish and Greek flags.

Chiefly comprised red yarns, woollen and worsted stuffs, German sewing thread, iron and ironware, glass and glassware, cutlery, jewellery, petroleum, lamps, beer, stockings, steel and steelware.

The red yarns are superior to the English, and their importation here increases annually.

The imports are not considerable, and comprise rice, sacking, leather, lead, maccaroni, Marsala wine, talc, marble, and lava stone for pavements.

Italy takes more goods from than she sends to Macedonia.

Sugar, alcohol, sacerdotal vestments, and sacred utensils, haviar, and petroleum are the chief imports from Russia. cases of petroleum were imported in 1892 against 310,000 cases in 1891. Average price, 4s. per case.

They comprise oranges, lemons, olives and olive oil, salted fish, vegetables, and marble.

Some of the Greek small sailing vessels engaged in this trade exchange these goods for sugar, coffee, petroleum, and cigarette paper, which they eventually smuggle into Greece.

These goods continue to maintain their superiority in the Salonica market. They consist chiefly of woollen and worsted stuffs, cotton, yarns and prints, jewellery, coloured handkerchiefs, watches and clocks.

Public Works and Enterprises.

Annex J. shows a continued expansion in the general traffic of this railway during the last two as compared with the previous years, but the increase in the passenger and goods traffic was less marked in 1892 than in 1891 and 1890 as compared with 1889, owing to the disturbing effects of the quarantine which was rigidly enforced against all arrivals across the Bosnian and Servian frontiers.

Salt, cereals, building materials, charcoal, fire-wood, cotton goods, wine, alcohol, petroleum, and colonials are the principal articles carried on in this line.

This traffic has gradually developed after the uniform tariffs of through rates were arranged by the International Conference at Constantinople in April 1889, and its increase, especially with Servia, has been accelerated since 1890 when the Oriental Railways reduced their grain tariff.

According to the return, Annex J, issued by the manager of the Salonica-Mitrovitzza Railway, the aggregate quantity of goods carried in transit on this line to and from Servia, Bulgaria, (1649)

Salonica-Mitrovitzza Railway. General traffic.

Transit traffic.

Effect of
reduced rates,
especially on
Servian grain
exports.

Austria-Hungary and Germany, amounted in imports and exports together to 4,531 tons in 1889; 24,000 tons in 1890, 26,000 tons in 1891, and 28,180 tons in 1892.

The return does not specify the relative shares of the above-named countries in this transit trade, but I am assured that the bulk of it is with Servia and Austria-Hungary, and that there is little direct railway traffic between Macedonia and Bulgaria or Germany.

A noteworthy feature in the above trade is the impulse which the reduction of the Oriental tariff has given to the grain exports from Servia by the Salonica route, as is shown by the following table:—

Year.						Quantity.
						Tons.
1889..	..	..	..	..	..	752
1890..	..	..	..	..	..	12,837
1891..	..	..	..	..	..	14,700
1892..	..	..	..	..	..	13,600

Most of this produce was in transit for England, Belgium, and other foreign markets; and when the recent Russo-German tariff war broke out, some Salonica merchants made considerable purchases of Servian grain for Germany.

British direct
trade with
Servia via
Salonica.

Notwithstanding the reduction of the through rates, and certain other advantages and facilities offered by the Oriental Railway administration, and the removal of some vexatious custom-house formalities at Salonica and on the Turco-Servian frontier, the direct trade with Servia, so far as British imports are concerned, does not seem to make any appreciable headway owing partly to the keen competition of the Fiume route, and partly to the absence of harbour facilities at the port of Salonica, as well as to the comparatively high through rates still in operation on the Oriental and Servian railway systems.

These through rates compare as under with those on the Fiume route:—

Class.	Per 1,000 Kilogrammes.	
	Salonica to Belgrade.	Fiume to Belgrade.
I	Fr. c. 10 80	Fr. c. 6 20
II	8 66	4 00
A	6 80	3 50
B	5 00	2 35
C	3 65	1 90

The through tariff on goods carried from Salonica to Serbia favour Belgrade as a distributive centre, to the great prejudice of other Servian towns. For instance, the rate applicable to certain goods going from this port to Belgrade is 4 c. per ton per kilom., whereas 8 c. are charged on goods which are carried to any other town served by the railway. The development of British trade to Serbia is thereby hindered, especially in imports of rice, iron, hardware, chemicals, and colonials, of which there seems to be a growing demand in that country.

I may also observe that British trade with Macedonia and Serbia would improve if Messrs. Johnston's Steamship Company, whose steamers now call regularly at Salonica from Liverpool three times a month, and the administrations of the Oriental and Servian Railways combined to establish a direct mixed maritime and railway service with reduced rates, on the same basis as the one which has been organised by the Austrian-Lloyd and German Deutsche Levante Linie Steamship Companies and the Oriental Railways for Austrian and German goods, and which by all accounts is advancing the trade of those countries by the Salonica route.

The first section of 90 kiloms. of this line, the construction of which was commenced in June, 1891, has been completed and opened for traffic on December 6, 1892. It is divided into six stations, viz., Salonica, Kirdjellar, Guida, Cara-feria (ancient "Veria"), Niausta (ancient "Augusta"), and Vertekop, which are now served by a daily train each way, taking 4 hours to do the distance, and carrying a considerable traffic in passengers and goods. It seems not improbable that the remaining section to Monastir, about 128 kiloms. long, will be opened for traffic by the end of next year.

Mr. Vice-Consul Shipley's report on the trade of Monastir furnishes some interesting information on the prospects of this railway.

The concession for this railway was granted on September 10, 1892, to M. René Baudouy, a French banker at Constantinople, and the inauguration of the works took place on June 22 last at a spot close to the Salonica-Mitrovitz Line, and about 3 miles distant from the town of Salonica.

The total length of the railway will be about 480 kiloms., including its branches to the ports of Salonica and Dédéagatch.

The main line, about 415 kiloms. long, will join the Oriental Railways' system at Kara-Souli at its western and Feredjik at its eastern extremity, and be connected by branch lines with Salonica and Dédéagatch, the first 63 kiloms. and the second 8 kiloms. long. Three other branch lines will also be made to the Ægean Sea, viz., 1, from Serres to Orfano; 2, Gumouldjina to Laos; 3, Drama to Cavalla.

The districts through which this new railway will run are exceptionally fertile, well populated, and cultivated. They contain numerous prosperous towns and large villages, whose inhabitants, mostly Bulgarians and Turks, are actively engaged in

agricultural and commercial pursuits, and produce rich crops of cereals, tobacco, silk, wool, wine, and opium, besides large quantities of timber, charcoal, and fire-wood.

Salonica
tramways.

The total length of these tramways will be about 10 kiloms. It comprises a main line of $5\frac{1}{2}$ kiloms., which starts from the Allatini Flour Mills, and, after running through the town, joins the Salonica Railway Terminus; and two branch lines, together $4\frac{1}{2}$ kiloms. long, one of which will pass close by the custom-house and join the other which now runs along the Salonica quay wall. Nearly half of the length of these tramways was completed and opened for traffic on May 8 last, and it is expected that the remainder will be finished before the end of this year. These tramways are being constructed and worked by a company with a capital of 1,500,000 fr., which the concessionnaire, Hamdi Bey, a well-to-do and enterprising Turkish notable of Salonica, succeeded in forming in Belgium.

The works are in charge of M. Kaul, an intelligent engineer from Luxemburg, and the rails and most of the materials and plant have been imported from Belgium. The company possesses 120 horses, chiefly Russian and Hungarian, and 45 cars made in Belgium, for which it has built commodious stabling and housing, with the necessary accessories.

I should remark, however, that as the rails are laid simply on dry ballast, it is likely that in those streets where there is considerable vehicular traffic, the ways will get out of order soon, more especially after a period of wet weather, and this will entail frequent repairs and renewals, and thereby increase the cost of maintenance.

River Vardar
concession.

This concession has also been granted to the above-named Hamdi Bey. It comprises three distinct features, namely, 1, prevention of floodings; 2, irrigation; 3, navigation. The necessary surveys have been carried out by the English engineer, Mr. Walter Kinipple, M.Inst.C.E., who has also projected a scheme of works, and prepared the plans, sections, reports, estimates, &c., for presentation to and approval of the Minister for Public Works.

The concessionnaires are negotiating with parties in London for the necessary capital for the works, the estimated cost of which is about 472,000l.

Salonica
waterworks.

The concessionnaire was Nemli-zadé Hamdi Effendi, of Constantinople, but he ceded the concession to some Belgian capitalists, who have constituted a company, entitled "Compagnie Ottomane des Eaux de Salonique," with a capital of 5 000,000 fr. The water is found in the plain, at about an hour's distance to the westward of Salonica.

It is brought to the waterworks situated outside this town, close to the Beshtchinar public gardens. From these works the water is sent by steam power to the reservoirs situated in the upper part of the town, and from these reservoirs it will be distributed when the works are finished, probably in October next.

Along the channel there are fire-hydrants at intervals of

200 meters, besides seven public fountains, which will be supplied gratuitously.

All the necessary materials and plant for these waterworks have been imported from Belgium, although a French company at Ardennes offered to supply them at 6 per cent. less than the price charged by the Belgian manufacturers. This is a further illustration of the fact that a concession for public works in Turkey is a twofold source of profit to the country whose capitalists obtain it.

This establishment has recently been set up by local capitalists on the site of their distillery, which latter has been lying idle for several years past on account of Government premiums granted to Austrian, Roumanian, and Russian alcohols. It is a steam brewery and has all the latest improvements. The plans were drawn up in Munich, where the brewery apparatus properly so called has been obtained. On the other hand the steam engine and the refrigerating machine ("Linde" system) come from Winterthur in Switzerland.

The establishment comprises:—

1. A brewery producing about 440,000 gallons of beer a year.
2. The malt factory.
3. The ice factory producing 66,000 cwts. of ice a year.
4. Departments for barrel making, bottling, &c.

This brewery began work on July 11, 1893, and the consumption of beer in Salonica was, up to that date, about 66,000 gallons in barrels from Munich, and 23,000 gallons of bottled beer from Trieste, Marseilles, Servia, and Germany, per annum. Imported beer is sold at 2*d.* the $\frac{1}{4}$ litre glass, and 11*d.* to 1*s.* 1*d.* the bottle of .60 litre to .70 litre.

The local beer, called "Olympos" is sold retail at 5*d.* per litre; 1*d.* and 1½*d.* the glass, and 5½*d.* the bottle of .70 litres.

After the new brewery had been working a month, the consumption of beer in Salonica and neighbourhood had trebled, which promises well for the success of the new industry.

The native beer, however, pays a duty of 15 per cent. to the indirect contributions (Public Debt) and 8 per cent. when exported by sea, whether to foreign or Ottoman ports, whereas foreign imported beer pays only the import duty of 8 per cent.

There are two cotton mills in the town of Salonica. One of them was built in 1878, and enlarged in 1884; the other was built in 1884, and was also enlarged in 1886 and again in 1890. The whole of the spinning machinery and apparatus in both mills is by Messrs. Howard and Bullough, of Accrington, in England; the openers (scutchers) and lap machines by Crighton of Manchester, and the engines and boilers and gearing by Messrs. Galloways, Limited, also of Manchester.

These mills contain 10,224 throstle spindles and 8,576 ring spindles and work from daylight to dark all the year round, or about 15 hours in summer and 10 hours in winter, 35 minutes being allowed for dinner only and no time for breakfast.

The average production of both mills is 63,000 lbs. of yarn in summer and 62,000 lbs. in winter per week of 6 days. The difference in the production between summer and winter is not in proportion to the difference in time worked, this is accounted for by the excessive heat in summer, which causes the operatives to be very lax.

Coarse counts only are spun, ranging from No. 3 to No. 16. The yarn is made up in 10 lb. packets. About one-third of the total annual production is consumed in Macedonia and Albania, and the remainder is exported, exempt from all fiscal charges, to Bulgaria, Servia, Asia Minor, and the islands in the Ægean.

The cotton used is grown in the country within a day's journey from the mills, and is only suitable for coarse counts, being very short in staple and hard in quality. The waste in spinning is from 15 per cent. to 20 per cent. It is treated separately and sold in the country at a fair price for padding bed-quilts, clothing, &c.

The coal is imported from Cardiff and costs 1*l.* 4*s.* to 1*l.* 5*s.* per ton delivered into stores adjoining the mills.

The total number of hands employed in the two mills is 640, all Jews, of whom 160 are men and boys and 480 girls. The men are paid from 9*s.* to 12*s.* per week; boys, of 14 to 18 years of age, 3*s.* 6*d.* to 5*s.* per week; and girls, of 12 to 18 years of age, from 1*s.* 9*d.* to 5*s.* 8*d.* per week, winter and summer. The Jewish girls are very skilful; they work till they marry, which at Salonica, takes place from the age of 15 and upwards, or as soon as they raise by their savings a small dowry of from 18*l.* to 25*l.*, besides the necessary clothing. But no recognised scale of wages exists, and it is needless to say that there is no Factory Act in force to protect the operatives against their hard taskmasters.

These Salonica mills are well managed and kept in good working order by three Englishmen, who are lodged and paid at the rate of 350*l.* each per annum.

Two smaller cotton mills have also been advantageously established at Niausta, a thriving township at about 3 hours' distance by rail from Salonica, and inhabited chiefly by Greeks.

They contain 4,200 spindles worked by water-power, employ 180 hands, and produce annually about 800,000 lbs. of coarse yarn (Nos. 4 to 16), which is made up into bundles of 10 lbs. each and sold to the peasants in the neighbouring villages.

Concluding Remarks.

The excellent grain harvests in the 2 years under review and the successful revival of the silk industry, together with the construction of new railways and other public works, which have given abundant employment to the poorer classes, have materially improved the economic condition of Macedonia and

contributed to the diminution of crime generally, and to the comparative public security which now prevails in this province.

Annex A.—RETURN of all Shipping at the Port of Salonica
in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	121	217,451	121	217,451
Ottoman	3,582	60,495	198	88,144	3,780	148,639
Austrian	2	281	102	103,587	104	103,868
Danish	...	...	13	15,419	13	15,419
Dutch	...	...	19	18,075	19	18,075
French	...	...	127	185,959	127	185,959
German	...	...	38	45,621	38	45,621
Greek	335	21,104	60	18,829	395	39,933
Italian	7	1,275	53	86,924	60	88,199
Norwegian	...	...	6	7,560	6	7,560
Russian	...	...	53	72,429	53	72,429
Total	3,876	83,155	790	859,998	4,666	943,153
„ for the preceding year ...	4,206	89,353	751	782,115	4,957	871,468

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	120	215,715	120	215,715
Ottoman	3,506	60,105	197	87,824	3,703	147,929
Austrian	3	463	102	103,587	105	104,050
Danish	...	...	13	15,419	13	15,419
Dutch	...	...	19	18,075	19	18,075
French	...	...	127	185,959	127	185,959
German	...	...	37	44,356	37	44,356
Greek	341	19,413	61	21,824	402	41,237
Italian	9	1,302	53	86,924	62	88,226
Norwegian	...	...	6	7,560	6	7,560
Russian	...	...	53	72,429	53	72,429
Total	3,859	81,283	788	859,672	4,647	940,955
„ for the year preceding ...	4,206	89,334	752	783,156	4,958	872,490

**Annex B.—RETURN of all Shipping at the Port of Salonica
during the Year 1891.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	147	193,100	147	193,000
Ottoman	3,822	59,582	167	67,662	3,989	127,244
Austrian	4	1,484	89	95,896	93	97,380
Belgian	...	...	1	1,764	1	1,764
Danish	...	...	12	14,091	12	14,091
Dutch	...	...	15	15,270	15	15,270
French	...	...	150	208,313	150	208,313
German	...	...	31	37,136	31	37,136
Greek	367	25,322	52	12,586	419	37,908
Italian	12	2,862	53	91,348	65	94,210
Norwegian	...	...	2	1,491	2	1,491
Russian	1	103	32	43,458	33	43,561
Total	4,206	89,353	751	782,115	4,957	871,468
„ for the year preceding ...	3,600	71,523	685	741,599	4,285	813,122

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	147	193,100	147	193,100
Ottoman	3,822	59,582	167	67,662	3,989	127,244
Austrian	4	1,467	89	95,896	93	97,363
Belgian	...	...	1	1,764	1	1,764
Danish	...	...	12	14,091	12	14,091
Dutch	...	...	15	15,270	15	15,270
French	...	...	150	208,313	150	208,313
German	...	...	31	37,136	31	37,136
Greek	367	25,322	52	12,586	419	37,908
Italian	12	2,860	54	92,349	66	95,249
Norwegian	...	...	2	1,491	2	1,491
Russian	1	103	32	43,458	33	43,561
Total	4,206	89,334	752	782,156	4,958	872,490
„ for the year preceding ...	3,590	73,274	685	741,336	4,275	814,610

**Annex C.—TABLE showing the Tonnages of British and Foreign
Shipping which Entered the Port of Salonica in the 10
Years ending December 31, 1892.**

Year.	Tonnage.		Total Tonnage.
	British.	Foreign.	
1883	132,785	358,368	491,153
1884	168,056	406,159	574,215
1885	123,749	458,698	582,447
1886	171,260	553,782	725,042
1887	171,752	461,165	632,917
1888	182,963	543,790	726,753
1889	126,356	600,560	726,916
1890	186,629	626,493	813,122
1891	193,100	678,368	871,468
1892	217,451	725,703	943,153

Annex D.—TABLE showing the Numbers and Tonnages of British and Foreign Steamers which Entered and Cleared at Salonica during the Year 1892, together with their Cargoes and Passengers.

ENTERED.

Nationality.	Total Number of Steamers.	Total Tonnage.	Total Quantity of Goods Imported.			Total Number of Passengers.
			From the United Kingdom and Colonies.	From other Countries.	Total Imports.	
			Tons.	Tons.	Tons.	
British	121	217,451	32,197	23,908	56,105	18
Ottoman	198	88,144	81	3,878	3,429	8,550
Austrian	102	103,587	450	10,556	11,006	2,979
Danish	13	15,419	...	2,900	2,900	105
Dutch	19	18,075	...	3,791	3,791	201
French	127	185,959	2,695	5,634	8,329	4,098
German	38	46,621	...	7,375	7,375	112
Greek	60	18,829	...	5,880	5,880	2,905
Italian	53	86,924	34	6,960	6,994	3,020
Norwegian	6	7,660	...	3,683	3,683	...
Russian	53	72,429	...	1,270	1,270	1,395
Total	790	859,998	35,427	75,335	110,762	23,383
„ for the year preceding ...	751	782,115	23,578	60,230	89,508	25,164

CLEARED.

Nationality.	Total Number of Steamers.	Total Tonnage.	Total Quantity of Goods Exported.			Total Number of Passengers.
			To United Kingdom and Colonies.	To other Countries.	Total Exports.	
			Tons.	Tons.	Tons.	
British	120	215,715	37,435	26,141	63,576	960
Ottoman	197	87,824	...	6,603	6,603	7,291
Austrian	102	103,587	...	7,500	7,500	2,690
Danish	13	15,419	...	2,925	2,925	155
Dutch	19	18,075	...	643	643	358
French	127	185,959	685	29,129	20,814	3,357
German	37	44,356	...	15,042	15,042	263
Greek	61	21,824	...	12,988	12,988	1,040
Italian	53	86,924	97	20,305	20,402	2,149
Norwegian	6	7,660	...	2,492	2,492	...
Russian	53	72,429	...	1,770	1,770	1,030
Total	788	859,672	38,217	116,538	154,755	18,293
„ for the year preceding ...	752	783,156	46,630	100,623	147,253	24,586

Annex E.—TABLE showing the Numbers and Tonnages of British and Foreign Steamers which Entered and Cleared at Salonica during the Year 1891, together with their Cargoes and Passengers.

ENTERED.

Nationality.	Total Number of Steamers.	Total Tonnage.	Total Quantity of Goods Imported.			Total Number of Passengers.
			From the United Kingdom and Colonies.	From other Countries.	Total Imports.	
			Tons.	Tons.	Tons.	
British	147	193,100	26,000	11,821	37,821	3,000
Ottoman	167	67,662	...	4,949	4,949	7,845
Austrian	89	95,896	200	8,794	8,994	2,916
Belgian	1	1,764	...	1,471	1,471	...
Danish	12	14,091	...	2,594	2,594	...
Dutch	15	15,270	...	1,162	1,162	...
French	150	208,313	2,113	12,678	14,791	4,423
German	31	37,136	...	3,816	3,816	250
Greek	52	12,586	...	6,542	6,542	2,785
Italian	53	91,348	15	5,800	5,815	3,000
Norwegian	2	1,491	250	655	905	...
Russian	32	43,458	...	648	648	960
Total	751	782,116	28,578	60,930	89,508	25,164

CLEARED.

Nationality.	Total Number of Steamers.	Total Tonnage.	Total Quantity of Goods Exported.			Total Number of Passengers.
			To United Kingdom and Colonies.	To other Countries.	Total Exports.	
			Tons.	Tons.	Tons.	
British	147	193,100	46,250	41,750	88,000	2,000
Ottoman	167	67,662	...	4,577	4,577	8,545
Austrian	89	95,896	...	4,257	4,257	3,047
Belgian	1	1,764	...	...	...	...
Danish	12	14,091	...	1,824	1,824	165
Dutch	15	15,270	...	817	817	173
French	150	208,313	355	24,747	25,102	3,871
German	31	37,136	...	7,045	7,045	336
Greek	52	12,586	...	6,015	6,015	3,238
Italian	54	92,389	25	7,765	7,790	2,041
Norwegian	2	1,491	...	706	706	...
Russian	32	43,458	...	1,120	1,120	1,167
Total	752	783,156	46,630	100,623	147,253	24,536

Annex F.—STATEMENT of the Ordinary Disbursements of a
British Steamer Discharging or Loading at Salonica.

Description.	Amount.	
	<i>s. d.</i>	
Sanitary dues	0 1	Per ton register up to 500 tons
	0 0 $\frac{3}{4}$	On every additional ton
Light dues.. .. .	0 1	Per ton register up to 800 tons
	0 0 $\frac{1}{2}$	On every additional ton
British Consular fees	2 6	For endorsement on agreement
	10 0	For bill of health
Labourers for discharging or loading	4 <i>d.</i> to 5 <i>d.</i>	Per ton of goods*
Tally clerks on board	3 <i>s.</i> 6 <i>d.</i> to	Per day
	4 <i>s.</i> 6 <i>d.</i>	
Boat hire	4 0	Per day
Brokerage	3 <i>l.</i> to 6 <i>l.</i>	Per vessel, according to agree- ment with ships' owners

* Average quantity of coal discharged per day about 300 tons; average
quantity of cereals loaded per day about 650 tons.

TABLE showing Average Prices of Provisions.

Articles.		Prices.	
		From—	To—
		<i>s. d.</i>	<i>s. d.</i>
Beef	Per lb. ..	0 3 $\frac{1}{2}$	0 4
Bread, soft	" ..	0 1	0 1 $\frac{1}{4}$
Vegetables, fresh, mixed ..	" ..	0 1	0 1 $\frac{1}{2}$
Poultry—			
Fowls	Each ..	0 6	0 8
Turkeys	" ..	1 6	2 0
Geese	" ..	1 0	1 4
Ducks	" ..	0 6	0 9
Eggs	Per dozen ..	0 6	0 7
Fresh water	Per ton ..	1 0	..

Annex G.—TABLE showing the Port Dues which are Levied on Merchant Shipping at the Port of Salonica.

Nature of Dues.		Amounts of Dues Leviable.		Observations.
		Currency.	Sterling.	
		Pias. paras.	£. d.	
Sanitary ..	..	0 20	0 1	Levied on all vessels with or without cargo
	..	0 12	0 0½	
Light ..	..	0 20	0 1	
	..	0 10	0 0½	
Anchorage ..	..	0 20	0 1	Levied on Ottoman vessels only
Manifest ..	..	10 0	1 8	
Manifest ..	..	15 0	2 6	
Manifest ..	..	20 0	3 4	
Manifest ..	..	30 0	5 0	These dues are paid by the consignees or shippers using any part of the quay beyond the custom-house jetties
Quay ..	..	1 0	0 2	
Quay ..	..	0 20	1 0	

Per ton register on the first 500 tons

On each additional ton

Per ton register on the first 800 tons

On each additional ton

Per ton up to 300 tons register (vessels of higher tonnage pay no further anchorage dues)

On vessels of 5 tons to 15 tons register

" 16 " 25 "

" 26 " 50 "

" 50 tons register and upwards

Per ton, on coals, cereals, and salt

" all other goods

SALONICA.

29

Annex H.—TABLE showing the Quantities of Cereals Exported from Salonica in British and Foreign Steamers during 1892, as compared with 1891.

Nationality.	Wheat.	Barley.	Maize.	Rye.	Oats.	Millet.	Flour.	Bran.	Totals.
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
British ..	159,590	269,680	254,230	334,498	141,810	..	..	12,451	1,172,259
Ottoman ..	16,580	7,080	860	60	..	..	61,840	..	86,420
Austrian ..	33,300	2,140	20,700	..	..	8,540	22,000	6,300	87,980
Danish ..	9,400	6,020	..	8,300	26,500	..	..	..	50,220
French ..	181,920	5,340	111,900	..	30,340	1,260	1,640	10,060	342,460
German ..	32,000	12,000	27,880	118,520	23,040	..	1,000	17,900	238,340
Greek ..	99,170	37,160	1,160	31,150	25,260	..	3,040	..	196,940
Italian ..	164,020	15,540	61,800	61,940	35,620	19,220	..	3,260	361,440
Norwegian ..	..	16,450	53,530	..	..	..	..	..	70,030
Russian ..	20,180	1,280	1,580	..	100	..	400	..	24,240
Total ..	716,160	372,696	533,190	555,168	288,670	24,020	90,460	49,971	2,630,329
Average prices per cwt. f.o.b. ..	7s. 8d.	7s. 4d.	5s. 3d.	6s. 6d.	5s. 8d.	4s. 5d.	11s. 7d.	3s. 1d.	..
Exports in 1891 ..	1,120,000	500,000	136,000	816,557	115,500	19,480	65,040	14,860	2,787,437
Average prices per cwt. f.o.b. ..	8s. 8d.	5s. 8d.	5s. 5d.	7s. 8d.	5s. 6d.	5s.	12s. 1d.	3s.	..

Annex I.—PETITION of Merchants of Salonica against proposed
Opium Monopoly.

MONSIEUR LE CONSUL-GÉNÉRAL,

UN groupe de financiers à Constantinople ayant demandé au gouvernement ottoman le monopole de l'exportation des opiums turcs auxquels le commerce et l'industrie anglaises sont directement intéressés, les soussignés ayant en mains les intérêts des importateurs anglais ont l'honneur, Monsieur le Consul-Général, de vous exposer ce qui suit :

L'opium dont la culture a fait de grands progrès depuis quelques années en Macédoine, est principalement exporté pour l'Angleterre et l'Amérique, pays qui partagent à eux deux seuls la presque totalité de la récolte comme l'atteste le tableau suivant :—

En 1889-90 il a été exporté pour l'Angleterre 435 caisses sur une récolte de 1,035 caisses. En 1890-91 il a été exporté pour l'Angleterre 560 caisses sur une récolte de 1,000 caisses. En 1892, 350 caisses ont été dirigées sur Londres sur un total de 600 caisses exportées.

La plus grande partie importée par l'Angleterre en opiums turcs est destinée soit à la pharmacie pour la préparation de certains médicaments dont cette gomme est la base principale, soit à la fabrication de la morphine, industrie presque exclusive à l'Angleterre par suite des procédés perfectionnés qu'elle y a apportés. Une partie de ces opiums donne également lieu à des transactions d'exportation anglaise dont le centre principal est le marché de Londres. On pourrait évaluer à 300,000 livres sterling le chiffre total des importations d'opiums faites en Angleterre tant de Smyrne que de Salonique.

Ceci posé, nous nous permettons, Monsieur le Consul-Général, de vous résumer quelques unes des conséquences qu'entraînerait pour le commerce avec l'Angleterre d'abord et pour la culture de ce produit ensuite la concession d'un pareil privilège.

Comme tous les autres produits du sol, l'opium est grevé en Turquie de 2 taxes :

1. L'impôt de la dîme payé par le cultivateur.
2. Le droit de douane de 1 pour cent payé à l'exportation. soit 12½ pour cent.

Or les maisons de Constantinople qui s'efforcent d'obtenir le monopole font entrevoir au gouvernement impérial une redevance annuelle bien supérieure au chiffre que le trésor encaisse comme produit des taxes susmentionnées.

Les concessionnaires du monopole pour couvrir cet excédent de recettes dont ils offrent la garantie au gouvernement, et pour se réserver un profit dans leurs opérations dont la gestion exigerait des frais relativement élevés, doivent :—

1. Ou grever le produit d'une taxe bien supérieure à celle de la dîme perçue actuellement.
2. Ou exiger un droit de douane exorbitant à la sortie.

3. On faire payer aux acheteurs des prix bien plus élevés par la libre concurrence qui serait étouffée par cette simple raison que la compagnie aurait concentré entre ses mains la vente exclusive et arbitraire du produit.

Dans le premier cas le cultivateur qui déjà retire un bien faible profit de la culture de l'opium, les prix pratiqués dans les deux dernières campagnes étant tombés à leur plus extrême limite de baisse, finira rapidement par se désintéresser de la culture d'un produit qui ne lui donnerait que de mauvais résultats, à moins cependant que la compagnie concessionnaire n'achète le produit au cultivateur à des conditions proportionnées au nouvel impôt ce qu'elle serait obligée de faire pour ne pas s'exposer et voir la production diminuer rapidement.

Dans le second cas, celui d'un droit à la sortie, les prix de vente s'en ressentiront également en raison du taux qu'on aura fixé.

Dans le troisième cas, et c'est le résultat auquel vise le projet de la société, la compagnie exigera des importateurs en Angleterre des prix fixés à son gré et qu'aucune considération ne pourra limiter.

Quelle que soit la méthode qu'adopte le monopole, ce sont toujours les consommateurs à l'étranger et ceux de l'Angleterre en premier lieu qui auront à souffrir du renchérissement de la matière première, motivé d'abord par la redevance annuelle à laquelle le monopole devra se soumettre, par le bénéfice que la compagnie entend retirer et par les frais de son administration et par ceux indispensables au contrôle.

Et malgré tout, la consommation étrangère ne pourra pas se soustraire aux exigences des concessionnaires, car, bien que la Perse produise annuellement une récolte moyenne de 5,000 caisses presque la moitié de cette quantité se dirige vers la Chine et 2,500 à 3,000 caisses ne représentent qu'une faible part de ce que demande la consommation.

Comme conclusion de ce qui précède, la concession de ce monopole qui est encore à l'état de projet et contre laquelle il est de l'intérêt du commerce et de l'industrie anglaises de faire à temps les objections qu'elle comporte, la concession de ce monopole ne peut être que préjudiciable aux transactions commerciales entre la Grande-Bretagne et la Turquie.

Des requêtes formulées dans le même sens ont été adressées aux Consuls des Etats-Unis, de Hollande et d'Espagne, pays également intéressés à différents degrés à ce produit.

Nous avons jugé de notre devoir, Monsieur le Consul-Général, de porter à votre connaissance les considérations qui précèdent, et dans l'espoir que vous voudrez y accorder votre attention, nous vous présentons, Monsieur le Consul-Général, l'assurance de notre haute considération.

Salonique, 4 décembre 1892.

Les signatures suivent :

&c., &c.

(1649)

Annex J.—RETURN of the Passenger and Goods Traffic on the
Salonica-Mitrovitza Railway during the Four Years ended
December 31, 1892.

PASSENGER TRAFFIC.

	1889.	1890.	1891.	1892.
Number of passengers..	89,183	93,875	110,454	116,868

GOODS TRAFFIC.

Traffic.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.
Local	123,862	124,500	182,000	186,000
Transit	4,531	24,000	26,000	28,180
Total	128,393	148,500	208,000	214,180

CAVALLA.

Mr. Vice-Consul Pecchioli reports as follows:—

Four regular lines of steamers touch at Cavalla, viz:—

The Austro-Hungarian Lloyd; the English "Joly Victora";
the Ottoman Mahsoussé; the Greek Pantaleon.

The English Company, Joly Victora, of Smyrna, though running one small boat to Cavalla, does good business, importing oil, wine, fruit, flour, metals, &c., from the islands in the Ægean, Smyrna, Salonica and other ports of Turkey, and exporting cereals and especially tobacco for different ports of Europe and Africa (vide Annexes A, B, and C).

The Pantaleon Hellenic Company does business in the same articles.

The Ottoman Mahsoussé Company does very little, while the Austrian Lloyd Company does most work in imports and exports.

The French Fraissent Company has recently started a regular weekly service. It is expected to be chiefly used for importing railway material for the new Salonica-Constantinople line, the construction of which has been commenced.

These are continually increasing with the population and the rise in its standard of comfort. English imports have for some time been from 15,000% to 17,000% in value (vide Annex C). They consist of the following articles: manufactured cotton and woollen goods, yarns, metals, and Dundee sacks. English yarns of coarse counts are losing ground on account of the Greek and Ottoman mills.

Steamship
communica-
tion.

Imports.

English steamers export cereals and tobacco for different ^{Exports.} ports of Europe, and other articles for Turkey.

The exports carried in British steamers during 1892 amounted to 38,600 $\frac{1}{2}$., against 26,576 $\frac{1}{2}$. in 1891. The difference is entirely represented by the increased exports of cereals and tobacco.

The crops of cereals and tobacco promise to be excellent this ^{Agriculture} year. Agricultural art makes slow progress, still several Beys or ^{and crops.} landed proprietors have imported reaping machines, &c., from England and America; and in certain districts of Drama and Serres the manufacture of cognac and improvements in the wines are projected.

Public Works.

There is much to be done under this head. The repairing of the provincial roads has happily been necessitated by the new railway works which will bring about other improvements of the same kind.

The bridge over the River Karasou between Cavalla and Xanthi is in a seriously dangerous state.

The branch line of the new railway will run, it is rumoured, to Porto-Lagos and not to Cavalla. The latter place is thus threatened with extinction, to escape which its inhabitants should offer certain pecuniary advantages to the railway company.

The construction of a small port is also much to be desired.

Since the destruction of the brigand chiefs, Stoico and ^{Public} Hassandjik, public security has been perfect in district of Cavalla ^{security} and in that of Drama.

The dispute between the tobacco growers and the "Regie," or Government monopoly, has given rise to some disturbance at Xanthi.

The growers relying on the "Cahier des Charges" (the rules under which the Regie works) tried to force their tobacco on the Regie, which, being overstocked already, did not see its way to buying any more of the expensive tobaccos. Regie officials were threatened and telegrams sent to the Sultan. For the present the growers have been quieted by promises.

Annex A.—RETURN of all Shipping at the Port of Cavalla during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	73	10,450	73	10,450
Ottoman	1,853	10,004	45	35,522	1,398	45,526
Austrian	20	3,008	98	99,315	118	102,318
French	...	...	1	1,311	1	1,311
Greek	135	2,204	51	9,926	186	12,130
Samian	5	94	...	...	5	94
Total	1,513	15,305	288	156,524	1,781	171,829

(1649)

C 2

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	73	10,450	73	10,450
Ottoman	1,850	9,930	45	35,522	1,395	45,452
Austrian	20	3,003	98	99,316	118	102,318
French	...	...	1	1,311	1	1,311
Greek	135	2,204	51	9,926	186	12,130
Samian	5	94	...	...	5	94
Total	1,510	15,231	268	156,524	1,778	171,755

Annex B.—RETURN of Principal Articles of Export from Cavalla during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cotton	..	50,000	..	30,000
Cereals	..	32,000	..	19,250
Flour	..	5,292	..	15,600
Wool	..	3,850	..	3,722
Tobacco	..	440,000	..	323,508
Other articles	..	15,000	..	26,458
Total	..	546,142	..	418,538

RETURN of Principal Articles of Import to Cavalla during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sugar	..	26,000	..	23,000
Cotton goods	..	39,440	..	32,000
Petroleum	..	10,000	..	8,220
Cereals	..	8,400	..	19,000
Coffee	..	10,600	..	9,350
Salt	..	17,200	..	8,400
Rice	..	1,120	..	4,530
Soap	..	1,200	..	780
Metals	..	720	..	890
Oil	..	24,460	..	24,000
Other articles	..	37,360	..	44,275
Total	..	176,500	..	174,445

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Cavalla from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	38,600	26,576	17,600	16,000
Turkey	90,692	78,000	12,800	16,600
Austria-Hungary	290,000	215,850	85,000	80,000
France	9,500	20,400	10,000	9,000
Germany	15,000	14,660	9,000	10,145
Italy	30,500	15,310	8,900	8,000
Roumania	12,000	11,124	20,000	11,200
Russia	21,500	14,418	7,000	6,500
Spain	9,300	7,200	500	200
Other countries	29,050	20,000	5,700	16,800
Total	546,142	418,538	176,500	174,445

JANINA.

Mr. Consular-Agent Kipriotis reports as follows:—

Exports.

The export trade was greater than in the preceding year, as the district of Avlona exported a certain amount of native productions.

Imports.

The import trade, too, was larger, which is attributed to its having received a greater impulse in that market.

These were the same as those of the preceding year, but some Prices of difficulty was experienced in obtaining bills in consequence of the goods. non-circulation of foreign silver and copper coins.

British trade is yearly increasing, and surpasses that of any British trade. other country on account of the better quality of the goods, and the decrease shown in Annex B is only apparent as hides are not comprised as in former years, because the greater part were imported from Trieste and not from Aden viâ Malta.

The transport of goods continues to be carried on by pack animals to and from the ports of Salahora, Prevesa, Sayada, and Santi-Quaranta. Communication.

The principal port for the present is Salahora, as the distance is shorter and the ground more level. Besides the carriage roads that lead respectively to Prevesa and to Monastir, a new one was added last year leading to Santi-Quaranta. But these roads are

only made use of by wealthy people because conveyance is very expensive, there being no regular communication by "diligence," the roads not being quite finished.

Cotton.

The cultivation of cotton has been commenced in the district of Avlona, and according to information received therefrom it seems that it will prosper.

Annex A.—RETURN of Principal Articles of Export from Janina during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Skins	Number ...	700,000	28,000	800,000	30,000
Olive oil	Lbs. ...	4,000,000	60,000	5,000,000	68,000
Wool... ..	" ...	950,000	19,000	900,000	18,000
Butter	" ...	150,000	4,500	200,000	4,500
Cheese	" ...	840,000	12,600	800,000	12,000
Citrons	" ...	10,000	...	...	12,000
Woollen stuffs	Bales ...	340	8,500	400	3,000
Cattle	" ...	...	14,000	...	12,000
Buckthorn	Lbs. ...	3,000,000	4,500	2,500,000	4,000
Valonea	" ...	1,500,000	7,500	1,200,000	7,000
Wheat (Avlona)	" ...	1,200,000	9,000	...	...
Barley and oats	" ...	2,090,000	4,725	...	...
Maize	" ...	1,350,000	3,375	...	...
Linseed	" ...	45,000	157	...	...
Sesame	" ...	66,000	198	...	...
Charcoal	" ...	1,200,000	1,200	...	...
Total		...	187,255	...	170,500

RETURN of Principal Articles of Import to Janina during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Hides	Number ...	13,000	22,250	12,000	20,000
Cotton goods	Pieces ...	150,000	33,750	140,000	32,000
" printed	" ...	32,000	12,800	30,000	13,000
Sugar	Lbs. ...	2,900,000	29,000	2,500,000	25,000
Coffee	" ...	250,000	12,500	200,000	12,500
Woollen goods	Pieces ...	1,250	12,500	1,300	12,500
Flour	Lbs. ...	4,000,000	25,500	5,000,000	25,000
Petroleum	Boxes ...	18,000	7,200	16,000	6,600
Copper	Tons ...	35	2,520	40	3,400
Leather	" ...	...	3,200	...	3,500
Medicines and paint	" ...	...	5,600	...	5,000
Ironware	Tons ...	300	3,000	250	2,500
Silks	Pieces ...	220	1,540	200	1,500
Rice	Lbs. ...	1,060,000	8,745	1,100,000	8,100
Rum and spirits	" ...	400,000	3,500	350,000	3,100
Handkerchiefs	Dozen ...	18,000	3,060	18,000	3,000
Thread	Packets ...	4,500	1,800	4,800	1,720
Crockery and glass	" ...	...	3,200	...	3,000
Fezes	Dozen ...	3,000	1,200	3,500	1,400
Nails... ..	Lbs. ...	500,000	3,750	400,000	3,000
Paper—					
Cigarette	Reams ...	500	700	500	720
Brown	" ...	...	520	...	580
Writing	" ...	...	800	...	820
Flannel	Pieces ...	428	840	400	780
Other articles	" ...	...	41,223	...	26,713
Total		...	227,898	...	216,433

Annex B.—TABLE showing the Total Value of all Articles Exported from and Imported to Janina from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	..	..	103,000	110,000
Austria-Hungary	..	..	52,000	60,000
France	..	..	13,000	11,000
Roumania	..	..	600	1,500
Switzerland	..	..	4,100	5,000
Italy	..	..	11,400	10,000
Russia	..	..	9,000	5,000
Germany	..	..	7,000	6,000
Greece	..	..	8,220	6,000
America	..	..	18,000	..
Other countries	..	..	1,678	1,933
Total	187,255	170,500	227,898	216,433

MONASTIR.

Mr. Vice-Consul Shipley reports as follows:—

As will be seen by Annex A there has been an improvement in Monastir trade in 1892, both as regards exports and imports. Generally speaking this improvement is, I find, due largely to the fact that in 1892 there was a somewhat brisk movement in the export of agricultural produce, especially of rye, which in turn reacted favourably upon the purchasing power of the land-owners and peasants generally. I would, however, beg to repeat the observation made in a former report, viz., that the figures given for the imports under Annex A, especially as regards the quantities, can only be taken as approximate, no official statistics being procurable. It should, moreover, be remarked, with regard to Annex B, that as almost the whole of Monastir trade with foreign countries is carried on through the port of Salonica, it is difficult in every case to ensure strict accuracy as to the particular country from which goods may have originally come, this being especially so with regard to Austrian and German imports.

Exports.

The briskness in the demand for rye in 1892, to which I have alluded above, was, I am told, due to the prohibition by the Russian Government in that year of the exportation of that article of produce, and the consequent increased demand in the north of Europe.

(1649)

Imports.

The principal articles of English import in 1892 were—(1) coffee; (2) chemicals; (3) cotton and woollen goods; (4) iron and other metals; and (5) hardware and general ironmongery.

Coffee.

A slight decrease was observable in the importation from England of this article in 1892, 3,941*l.* worth having been imported in that year, as against 4,197*l.* worth in 1891. Austrian importation, on the other hand, increased from 486*l.* in 1891 to 1,156*l.* in 1892. Austrian coffee, though adulterated and a much inferior article, recommends itself, it appears, by its greater cheapness. The French importation of coffee is comparatively insignificant, and is decreasing.

Chemicals.

1,780*l.* worth from England in 1892, as against 2,850*l.* worth in 1891, or a decrease of some 13 per cent., due, I am informed, to Austrian and German competition, especially the latter, freights from Hamburg being particularly favourable to this class of goods.

Twist.

This article, the importation of which had entirely ceased in 1891 owing to the establishment of factories at Salonica and Niausta, has again made its appearance among English imports in 1892 to the amount of 1,415*l.*; a certain quantity, it appears, of the very finest quality which is made in England only having been in demand.

Cotton goods.

The trade in these goods with England is a particularly satisfactory one, 52,675*l.* worth out of a total of 53,020*l.*, or practically the whole, having been imported from the latter country in 1892. This result is the more encouraging, as Austrian competition which had begun to make itself felt, especially in cotton prints, has not been able to maintain itself, the latter country exporting, in 1892, only 345*l.* worth of goods as against no less than 10,000*l.* in 1891. The reason of this, I am informed, is to be found in the great superiority of the colours of the prints sent out from England; the colours in those sent out from Austria though undoubtedly pretty to look at at first sight, becoming totally unrecognisable after having been once or twice washed.

Woollen,
linen, and
silk goods.

The greater part of the trade in these goods is in the hands of Austrian and German manufacturers, who, in 1892, sent some 35,000*l.* worth out of a total of 50,985*l.* Switzerland and England coming next with 6,510*l.* and 6,300*l.* respectively. A feature in connection with the Monastir trade in cloth stuffs is that, contrary to what is usually the case, it is the inferior article which is supplied by England. The latter country, it is true, furnishes an article of very superior make also, but only in very small quantity, owing to the high price demanded for it. The trade in the medium quality of cloth stuffs, which are most in demand, seems to be entirely in the hands of Austrian and German manufacturers.

I am, however, happy to be able to report that a representative of an English firm of shippers and exporters has recently visited Monastir with the object of endeavouring to introduce an

English cloth of somewhat the same quality and price with a fair prospect, that gentleman has informed me of ultimate success. Before leaving this class of goods it may not be without interest to note that the reason of the preference shown for one kind of Austrian cloth stuffs is the brilliancy of colour which manufacturers of the latter country succeed in imparting to their goods, and which, it appears, is in great request among Turkish buyers. An instance of this is the well-known red Turkish fezes or caps, of which considerably more than 3,000/. worth were imported from Austria in 1892.

The importation of raw iron from England rose slightly in 1892, being 4,670/. in that year, as against 3,592/. in 1891. The statistics, however, with regard to this article cannot be regarded as altogether trustworthy, owing to the difficulty already alluded to of distinguishing the country of origin, it being very possible that some of the iron put down to England may in reality be from Belgium. The importation of copper which is an exclusively English article diminished slightly in 1892, 2,190/. worth having been imported in that year as against 2,298/. in 1891. Iron and other metals.

The demand for this class of goods, as will have been seen from Annex B., remained practically the same in 1892 as in 1891. Of the total quantity imported in 1892, about 50 per cent. came from Austria, 25 per cent. from England, 15 per cent. from Germany, and the remainder from France and Belgium. Of English origin were sewing machines (2,448/.), pumps of the smaller kind, a few tools such as saws of the better quality, iron bedsteads and machinery fittings. The trade in what may be called the small articles of general ironmongery is entirely monopolised by Austrian and German manufacturers, the reason given for the absence of English competition being the usual one, viz., the excessively low price of the Austrian and German article which tempts buyers, notwithstanding the shoddy nature of the goods themselves. Hardware and general ironmongery.

Among these may be mentioned alcohol, sugar, and paper, in all of which Austria enjoys a practical monopoly. Leather, of which the better quality comes from France; clocks and watches from Switzerland; crockery and porcelain from Italy; and tobacco, salt, soap, and drysalteries from other parts of Turkey. Other imports.

The Salonica-Monastir Railway.

This line, of a total length of slightly over 218 kiloms., will, it is now stated, be opened for traffic on the 1st of April next, though this would appear to be somewhat doubtful judging by the reports which have been recently circulating to the effect that a further extension of time has been applied for by the Company undertaking the work of construction. As regards the effect which the opening of the new line may be expected to exercise upon the development of the trade of the Monastir Vilayet it is too soon to attempt to speak with any certainty. One of the

results, however, will of course be to enormously increase the facilities of communication between this town and Salonica. At present by far the greater part of all goods for Monastir are conveyed in the first place by rail from Salonica to Gratzko on the Salonica-Belgrade line, a distance of some 167 kiloms., whence they are further transported by road to their destination at Monastir, the whole time occupied on the journey varying from 8 days to 3 and even 4 weeks according to the season of the year. On the other hand, by the new direct line from Salonica to Monastir, of which the length, as already stated, will be slightly over 218 kiloms., goods should not under ordinary circumstances occupy much more than a day in actual transit. The cost moreover of transport under the present system may be expected to be considerably reduced, though to what extent this may be the case it is of course impossible to say until it is known what tariff will be applied by those responsible for the management of the new Salonica-Monastir line. The rates by the existing Gratzko route for the three main categories of English goods are as follows, viz. :—

Class 1. (Raw iron and other metals) 4s. 7 $\frac{3}{4}$ d. per 100 kilos., of which the railway charge from Salonica to Gratzko amounts to 1s. 1 $\frac{7}{10}$ d., the remainder being for conveyance by road from Gratzko to Monastir.

Class II.—(Colonial produce and general ironmongery) 4s. 11 $\frac{1}{4}$ d. per 100 kilos., of which the railway charge as above amounts to 1s. 4 $\frac{2}{5}$ d.

Class III.—(Manufactures of all kinds, woollen and cotton goods, &c.) 5s. 6 $\frac{1}{2}$ d. per 100 kilos., of which the railway claims 1s. 8 $\frac{1}{2}$ d.

The above rates it should be noted, as far as they relate to the railway between Salonica and Gratzko, are applicable to quantities of 5,000 kilos. and upwards only, for quantities under 5,000 kilos. an additional charge per 100 kilos. is made of 8d. for goods under Class I, of 4 $\frac{1}{2}$ d. for goods under Class II, and 4 $\frac{1}{2}$ d. for goods under Class III.

As the new Salonica-Monastir line with a length of slightly over 218 kiloms. will only be some 51 kiloms. longer than the portion of the railway from Salonica to Gratzko, over which goods for Monastir have already to pass, and which, as above stated, has a length of 167 kiloms., and as the journey by road from that station to Monastir which forms such a serious item in the cost of transport will, of course, be entirely done away with, it is evident that with the opening of the new line a not inconsiderable reduction in the cost of transport may be looked for. In fact, if the same tariff were to be applied on the new line as the one now in force on the existing line from Salonica to Gratzko, goods could be conveyed from Salonica to Monastir at almost one-third of the present cost, viz., for goods under Class I, 1s. 5 $\frac{1}{2}$ d. per 100 kilos. instead of 4s. 7 $\frac{3}{4}$ d. as at present paid. Similarly for goods under Classes II and III the charges would be 1s. 10d. and 2s. 3d. per 100 kilos. respectively, instead of 4s. 11 $\frac{1}{4}$ d. and

5s. 6½d. per 100 kilos. as now charged, the length of the Salonica-Monastir line being reckoned for tariff purposes at 219 kiloms. In all estimates, however, as to what the goods rates are in reality likely to be on the new Salonica-Monastir line, the fact has to be taken into consideration that the tariff on the Salonica-Gratzko section, which I have taken above as a basis, is not the ordinary scale adopted by the company working that section, but is an exceptionally low one forced upon the company in question by the necessity of meeting the competition by the old trade route from Salonica to Monastir by road, through Vodená. The latter consideration will evidently lose a great part of its weight when the rates on the new direct line between Salonica and Monastir come to be finally decided upon, and, therefore, although a reduction in the tariff is certainly hoped for by Monastir merchants it is extremely unlikely to be anything so considerable as the comparison which I have drawn above would lead one to suppose. I may perhaps mention, as I have referred to the old trade route by road between Salonica and Monastir, and which, of course, will always exist though likely to be little used when the new line has been opened, that it is principally used for the transport of the raw produce exported from the Vilayet, and that the rates payable for goods from Salonica to Monastir vary somewhat according to the number of pack-horses or waggons available at Salonica for the return journey to Monastir. On an average, however, the rates for the route in question may be put down in the aggregate as about the same as those by the Gratzko route, the charges, nevertheless, for the transport of goods by pack-horses being a little higher owing to the shorter time occupied in transit.

With the completion of the Salonica-Monastir line it is hoped that the Imperial Government may be induced to consent to the establishment of a custom-house at Monastir, thus enabling goods from abroad to be brought direct to the latter place without the usual stoppages at Salonica, thereby effecting a saving of 1½ per cent., and in some instances as much as 3 per cent. in commission charges. The advantages of this saving to Monastir merchants are too obvious to need much recapitulation, but I might point out that it becomes a matter of additional importance to the latter to secure them owing to the fact that under the new state of things (I refer to the opening of the new line) Monastir is expected to serve as a sort of general emporium for other centres of the Vilayet, such as Perlépé, Dibra, and possibly also Kortcha (Korytza), the greater part of the trade of which places now finds its way to Salonica through other channels. The establishment of a custom-house would, moreover, be of direct benefit to English trade with Monastir, not only by the increased facilities in transit which would thereby ensue, but also by the impulse which it might be expected to give to the establishment of direct business relations between English firms and Monastir merchants, of the necessity of which I have spoken in a former report. The chief obstacle to the establishment of such a custom-house

Establish-
ment of
custom-
house at
Monastir.

would be the opposition which it would be likely to meet with from certain of the Salonica firms whose interests would thereby be affected, but if this can be overcome there is, as far as I am aware, no other reason why the privilege in question should not be granted.

At Uscub, I learn, which is some 4 hours' distant by rail from the Turco-Servian frontier, a custom-house has already been established, a precedent which will, no doubt, be made use of as an argument in favour of conferring a similar boon upon Monastir.

Annex A.—RETURN of Principal Articles of Export from Monastir during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Rye	Lbs.	5,779,470	14,960	4,232,880	12,350
Corn	"	798,780	2,384	723,120	2,350
Flour	"	3,582,520	12,500	4,478,150	15,625
Hides and skins	Pieces	220,000	16,255	200,000	14,772
Miscellaneous	Lbs.	26,465	1,030	26,000	1,000
Total			47,119		46,097

RETURN of Principal Articles of Import to Monastir during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	£	Lbs.	£
Alcohol	458,080	4,036	414,250	6,001
Coffee	157,190	5,321	154,590	5,233
Sugar	1,863,510	15,357	1,690,730	13,181
Tobacco	211,640	48,000	198,420	44,975
Salt	2,173,100	4,300	1,849,680	4,123
Petroleum	1,528,820	3,680	1,867,320	5,119
Soap	745,050	3,300	365,530	4,081
Groceries and dry-saltries	906,420	20,017	1,009,280	19,396
Chemicals	287,510	10,880	251,990	9,536
Leather	171,850	13,336	113,980	3,036
Raw skins	34,540	1,300	74,960	5,400
Cotton, raw	27,780	381	43,280	722
" twist	283,520	2,616	116,400	4,988
Iron and other metals ..	1,441,370	9,173	1,089,530	10,955
Hardware and general ironmongery	620,450	18,340	717,600	18,460
Paper	276,900	7,600	198,410	7,100
Cotton goods	854,000	53,020	916,460	58,550
Woollen, linen, and silk goods	822,000	50,985	373,310	23,550
Glassware	263,350	4,620	161,380	3,356
Other articles	620,450	7,450	499,570	9,958
Total	13,752,530	296,212	12,116,670	262,720

Annex B.—TABLE showing the Total Value of all Articles Exported from and Imported to Monastir from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Inland	47,119	45,097	92,974	83,220
Great Britain	..	..	78,448	68,060
Austria	..	..	74,980	68,997
France	..	..	17,978	15,428
Germany	..	..	14,181	4,294
Switzerland	..	..	7,860	4,539
Russia	..	..	3,823	5,582
Belgium	..	..	2,954	5,532
Italy	..	..	1,800	..
Greece	..	..	799	1,455
Other countries	..	..	420	5,588
Total	47,119	45,097	296,212	262,720

PREVESA.

Mr. Vice-Consul Blakeney reports as follows:—

The trade of last year was much about the same as that of Trade in the preceding year (1890), but with a slight falling-off both in general exports and imports.

As regards exports, the severity of the winter, and later on Exports. the small-pox, destroyed a great number of sheep, and this naturally diminished the amount of wool and cheese, as well as the number of skins which are yearly exported. On the other hand, however, the fisheries produced a great deal more fish and fish-roe, so that the total value of exports was not so small as it would have been, besides 500 barrels of olive oil were exported more than in 1890 (vide Annexes B and C).

Conveyance by carriage to and from Janina, the capital of Epirus, is only available to those who can afford it, as the price for a carriage is very high, and goods, as a rule, are carried on horseback; but one or two carts drawn by horses, and one or two more drawn by buffaloes, are sometimes employed.

The Austrian Lloyd's steamers have ceased to call at Salahora, as all the trade of that port, and the greater part of the trade of Prevesa, is carried on by the Greek steamers, and were it not for the mails I believe they would cease to call even at Prevesa.

**Annex A.—RETURN of all Shipping at the Port of Prevesa
during the Year 1891.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Ottoman	604	3,882	24	25,187	628	29,069
Austro-Hungarian ...	2	248	96	49,962	98	50,210
Italian	4	380	...	...	4	380
Greek	408	6,560	228	59,120	636	65,670
Montenegrin	1	280	...	...	1	280
Total	1,019	11,360	348	134,269	1,367	145,609
„ for the year preceding ...	...	...	...	...	1,227	177,235

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Ottoman	589	3,700	24	25,187	613	28,887
Austro-Hungarian ...	2	248	96	49,962	98	50,210
Italian	4	380	...	...	4	380
Greek	401	6,340	228	59,120	629	65,460
Montenegrin	401	280	...	...	1	280
Total	997	10,928	348	134,269	1,345	145,217
„ for the year preceding ...	...	...	...	...	1,227	177,235

**Annex B.—RETURN of Principal Articles of Export from
Prevesa during the Years 1891–90.**

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Wool... ..	Lbs. ...	150,000	£ 2,600	180,000	£ 2,900
Skins... ..	Number ...	150,000	6,560	200,000	7,000
Butter	Lbs. ...	...	...	...	...
Olive oil	Barrels ...	7,000	14,000	6,500	13,000
Cheese	Lbs. ...	200,000	2,440	270,000	3,400
Fish	„ ...	150,000	2,000	110,000	1,500
Fish-roe	„ ...	7,000	1,000	6,000	1,000
Valonea	„ ...	80,000	800	80,000	800
Total	...	...	29,340	...	29,500

RETURN of the Principal Articles of Import to Prevesa during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Leather	Pieces ...	...	£ 2,000	...	£ 2,000
Cotton goods	" ...	8,000	4,000	7,000	3,500
Woollen goods	" ...	2,500	2,500	2,000	2,000
Sugar	Lbs. ...	400,000	3,500	400,000	3,500
Coffee	" ...	50,000	3,500	50,000	3,500
Flour	" ...	2,000,000	9,000	2,200,000	10,000
Petroleum	Boxes ...	5,000	2,000	5,500	2,100
Paper	" ...	...	...	...	600
Timber	" ...	...	...	...	1,100
Other articles	" ...	...	4,000	...	4,500
Total	...	...	32,300	...	32,800

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to Prevesa from and to Foreign
Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	1,800	1,300	6,000	5,500
Austria-Hungary	8,600	9,000	12,500	13,000
France	1,700	1,500	8,000	9,000
Italy	1,800	1,800	1,200	1,000
Greece	1,800	2,000	2,000	2,000
Roumania	1,600	2,000	1,000	1,500
Other countries	12,040	11,900	1,600	800
Total	29,340	29,500	32,300	32,800

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 10 | 93—H & S 1649)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o 1173.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF TREBIZOND.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1059.

*Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855-60.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1053. Lima	1d.	1113. Alexandria	2d.
1054. Bilbao	1½d.	1114. Vienna	1d.
1055. Cadiz	2d.	1115. Stettin	2½d.
1056. Corunna	2½d.	1116. Berne	1d.
1057. Saigon	1d.	1117. Palermo	2½d.
1058. Port-au-Prince	1d.	1118. Tokio	1½d.
1059. Trebizond	1d.	1119. St. Petersburg	3d.
1060. Barcelona	1½d.	1120. Teneriffe	1d.
1061. Tainan	1d.	1121. Damascus	1d.
1062. Smyrna	1½d.	1122. Naples	2d.
1063. Old Calabar	½d.	1123. Hakodate	1d.
1064. Samoa	½d.	1124. Montevideo	2½d.
1065. Tahiti	1d.	1125. Stockholm	1½d.
1066. Chefoo	6d.	1126. Dantzic	2d.
1067. Gothenburg	2d.	1127. The Hague	1½d.
1068. Buenos Ayres	1½d.	1128. Odessa	1d.
1069. Loanda	1½d.	1129. Berne	1½d.
1070. Guatemala	1d.	1130. Malaga	3d.
1071. Zanzibar	1d.	1131. Rome	2½d.
1072. Charleston	2½d.	1132. St. Jago de Cuba	4½d.
1073. Nice	1d.	1133. Munich	1½d.
1074. Caracas	1d.	1134. Meshed	1d.
1075. Lisbon	2d.	1135. Guayaquil	½d.
1076. Calais	2d.	1136. Rio de Janeiro	4½d.
1077. Rio Grande do Sul	5½d.	1137. Tonga	1d.
1078. Philadelphia	2½d.	1138. Copenhagen	1d.
1079. Brindisi	2d.	1139. Tangier	1½d.
1080. New York	2d.	1140. Buenos Ayres	2½d.
1081. San Francisco	1½d.	1141. Para	1d.
1082. Frankfort	4d.	1142. Baghdad and Bussorah	1½d.
1083. Hiogo	1½d.	1143. Christiania	5½d.
1084. Tokio	1½d.	1144. Old Calabar	2d.
1085. Amsterdam	1d.	1145. Trieste	1½d.
1086. San Francisco	3d.	1146. Quito	1d.
1087. Bangkok	½d.	1147. Buenos Ayres	6d.
1088. Söul	1½d.	1148. Bogotá	1d.
1089. Chiengmai	1d.	1149. The Hague	2d.
1090. Copenhagen	½d.	1150. Mexico	2½d.
1091. New Caledonia	½d.	1151. Florence	2d.
1092. Bushire	2d.	1152. Calais	1d.
1093. Tamsui	1d.	1153. Lorenzo Marques	1½d.
1094. Dunkirk	1d.	1154. Patras	1d.
1095. Port Said	1d.	1155. Taganrog	1d.
1096. Guatemala	½d.	1156. Stockholm	1d.
1097. Chungking	9d.	1157. Washington	2d.
1098. Nagasaki	1d.	1158. Paris	1½d.
1099. Constantinople	2d.	1159. Bengazi	1d.
1100. Buenos Ayres	½d.	1160. Santos	2½d.
1101. Shanghai	2d.	1161. Buenos Ayres	1½d.
1102. Jeddah	½d.	1162. Nantes	1d.
1103. Chicago	3d.	1163. Beira	5d.
1104. Erzeroum	½d.	1164. Galveston	1½d.
1105. Loanda	3d.	1165. Berlin	1d.
1106. Macao	½d.	1166. Bordeaux	2½d.
1107. Canton	1d.	1167. Calais	2½d.
1108. Paramaribo	1½d.	1168. The Hague	2d.
1109. Tunis	1½d.	1169. Athens	12d.
1110. Sofia	3d.	1170. Galatz	1½d.
1111. Brunei	1½d.	1171. Guayaquil	1d.
1112. Athens	2½d.	1172. Riga	2d.

No. 1173.

Reference to previous Report, Annual Series No. 1059.

TURKEY.

TREBIZOND.

Consul Longworth to the Earl of Rosebery.

My Lord,

Trebizond, March 13, 1893.

I HAVE the honour to enclose herewith my Report on the Trade and Commerce of the Trebizond Vilayet for the year 1892.

I have, &c.

(Signed) H. Z. LONGWORTH.

Report on the Trade and Commerce of the Trebizond Vilayet for the Year 1892.

ABSTRACT of Contents.

	PAGE
Trade and commerce	1
Shipping and navigation	4
Population and industry	4
Public health	5
Public works	5
General remarks.. .. .	6
Tables	7-11

Trade and Commerce.

The general trade of 1892 has not been that of a normal year. During the last 6 months of the 12 months an almost ruinous stagnation in commerce arose from cholera restricting business transactions, and from quarantines obstructing free communications, compared with 1891, a year scarcely up to average, the decrease stands for Trebizond alone in goods interesting Anatolia 274,090 cwts. (174,765*l.*), and in goods interesting Persia 36,840 cwts. (150,465*l.*), a decrease which in the aggregate shows 310,930 cwts. (325,230*l.*). The other ports east of Samsoun and Unieh were likewise afflicted by (1491)

quarantines throughout by cholera. Ordo, Kerassond, Tripoli, Surmeneh, Rizeh, and Atina are among the number. Free of infection they were all the same made to suffer the lack of commercial intercourse. Some exporters, as a consequence, incurred irretrievable losses, while importers on the whole may have so far gained as to clear off old unsaleable articles, and make room for fresh supplies of a kind more marketable.

Exports. The decrease in the export trade was 136,640 cwts. (64,740*l.*). It would have been greater perhaps were it not that the crops were, as a whole, good and plentiful. Apart from sanitary, the following causes affected exports:—

Beans. Decrease in haricot beans by 22,140 cwts. (8,855*l.*) was due to low prices at Marseilles. Though the quality was superior, the consignments from here there did not exceed 2,500 cwts. against 25,950 cwts. of 1891, part of which passed into England as the produce of French soil. A small quantity of about 100 cwts. (40*l.*) was shipped for the first time of late years to Cyprus.

Sheep. Decrease in sheep by 52,600 heads means that only 32,530 heads were sent via Trebizond to Constantinople. As this somewhat concerns the carrying trade of British steamers, it may be remarked that since the opening of the Constantinople-Angora Railway, the sea route for Kurdish cattle, though shorter by 30 days via Erzeroum and Trebizond, is being abandoned as dearer by 3*s.* per head.

Hazel nuts. Decrease in hazel nuts by 10,275 cwts. (4,175*l.*) is visible, but as the crop was good, a larger stock remains over for this year. Shipments to England increased by 8,710 cwts., that is 14,330 cwts. against 5,620 cwts. in 1891.

Indian corn. Decrease in Indian corn by 22,520 cwts. (4,500*l.*) affects chiefly the Russian produce brought here for transshipment by coasting vessels. The native crop was more than sufficient for local consumption. England received only 1,900 cwts. against 8,840 cwts. of the year preceding.

Eggs. Decrease in provisions by 5,850 cwts. is observable. The export of eggs to Europe has, however, augmented to 3,800 cwts. (9,120*l.*), while the London market is in the fair way of monopolising this particular trade. The eggs of this locality are not always nice. In or about March, the fowls gorge themselves on anchovies used as field manure, and then lay eggs of such a fishy flavour as will allow the British public to detect without hesitation their Trebizondian origin.

Linseed. Increase in linseed by 3,130 cwts. (1,445*l.*), an article 90 per cent. of which goes to England, has to be remarked. Its cultivation in the plains of Erzeroum and Pasin is yearly extending, and as a consequence its export from Trebizond.

Tobacco. Increase in tobacco by 5,415 cwts. (11,630*l.*), grown principally near Trebizond and Platana, is due to greater cultivation. The crop of 1892 was good, and prices, especially in Egypt and France, were fair. Only 900 cwts. were taken by England.

Persian exports. Persian exports suffered a decrease of 22,680 cwts. (32,670*l.*). With the exception, indeed, of an increase in silk stuffs by

640 cwts. (51,120*l.*), all the other staple articles of export from Persia decreased; notably so, Tumbeki by 13,610 cwts. (54,440*l.*), due chiefly to the monopoly of its sale in Turkey, and to the opposition followed by the extinction of the English Regie in Persia.

The import trade at Trebizond shows a general decrease of Imports. 151,610 cwts. (227,820*l.*). The decrease affecting the local and Anatolian markets alone stands at 137,450 cwts. (110,025*l.*).

The following are such imports as interest British commerce in their fluctuations:—

Decrease in cotton goods from the United Kingdom in Cotton goods. particular by 17,691 cwts. (93,225*l.*) was due to higher prices in England. The cheaper manufactures of Beyrout, Smyrna, and Amassia show an increase of 1,095 cwts. (7,670*l.*).

Decrease in quantity by 1,120 cwts., but increase in value Hardware. by 3,500*l.* is observable in English and Belgian hardware. Nails are beginning to be exclusively imported from Antwerp and scythes from Trieste.

Decrease in hides was slight. The importation of large Hides. buffalo skins for the manufacture of native shoes is on the increase. The shipments made at Havre are being preferred to those from Russia as softer in quality and cheaper in price.

Decrease in iron by 16,525 cwts. (4,000*l.*) is to the detriment Iron. of Great Britain only, as in Swedish and Belgian there has been an increase.

Increase in rice is slightly perceptible. The crops of Unieh, Rice. Thermeh, Ordoo and other parts of this coast are more appreciated than the cleaner and softer rice of India, which is retailed here at 13*s.* per cwt. or 3*s.* cheaper than the native.

Decrease in sacks, baggings, and waxcloths by 3,970 cwts. Sacks, &c. (4,330*l.*), affecting England solely, was proportionate to the fall-off in exports of cereals and other local productions.

Decrease in spirits, wines, and beer was not great. Irish Spirits, &c. whiskey, though an anti-choleraic drink, increased somewhat in consumption.

Increase in manufactured tobacco by 420 cwts. (4,465*l.*) Cut tobacco. was due to smuggling having received a more effectual check. The increase is greater than it appears, for a regie factory having been opened at Erzeroum the south-eastern districts of Anatolia ceased to obtain Samsoon cut tobacco via Trebizond.

Increase in woollen goods is perceptible. Some 10,000 yards Woollen of English cloth was imported for the 4th Army Corps at goods. Erzinghian.

Decrease in yarns by, 648 cwts. (3,475*l.*) is attributable to Yarns. high prices in England, arising from the failure of the cotton crops in America.

Goods in transit to Persia figure at a decrease of 14,160 cwts. Imports to (117,795*l.*), in which cotton goods show a fall of 16,360 cwts. Persia. (104,715*l.*). The decrease is due mainly to sanitary causes and to high transport charges. The increase in copper for the Persian mint benefited Belgium, and the increase in hardware or

rather machinery for the Persian Mining Corporation benefited England.

Samsoun
trade.

In commercial transactions Samsoun showed for the year a decrease in the aggregate trade of 88,810 cwts. (267,865*l.*). The fall-off in exports alone was 145,670 cwts. (60,185*l.*), while though the imports gained by 56,860 cwts. they lost by 207,680*l.*

Shipping and Navigation.

General
shipping.

Quarantines had the effect of reducing the shipping at Trebizond by 3,236 vessels, 206,766 tons. Steam communication alone shows a decrease in ships of 171, and in tonnage of 188,466 tons. The cargoes of steamers stand at 480,448 cwts. discharged and 326,332 cwts. embarked, against 471,380 cwts. and 473,670 cwts. of the year preceding, which shows a slight increase in quantity though not in value of imports.

British
shipping.

British steamers numbered 19 against 23 with entrance cargoes 13,020 cwts. (20,630*l.*) against 35,134 cwts. (31,830*l.*), and clearance cargoes 5,525 cwts. (10,825*l.*) against 15,396 cwts. (16,170*l.*). The goods it will be seen were more valuable in proportion.

Samsoun
shipping.

As Samsoun was outside sanitary restriction, vessels from Unieh and eastwards first purged their 5 days or 10 days quarantine at Sinope before calling in at that port.

The avoidance of this backward direction and indirect course may well account for the decrease manifested in the shipping at Samsoun by 141 steamers and 112,077 tons.

Navigation.

Casualties at sea were rather numerous in 1892. Several coasting craft were wrecked, and a Turkish steamer grounded on sandbank near Samsoun during May, though towed off with little damage. The thick mists of spring and autumn necessitate the establishment of fog-bells, however cheap, in order that vessels without loss of time may find their anchorage, while the frequent choppy sea demands the construction, at least, of a temporary breakwater, such as may be made by three lines of timber bars chained to the bottom of a harbour in order that shipping operations may be conducted in heavy weather. But unfortunately the authorities have no discretionary powers in such matters. Questions of the kind must invariably be referred to the capital, where it would seem while suggestions of great improvements are found beyond means, suggestions of small improvements are thought beneath notice.

Population and Industries.

Population.

The flight from cholera to the mountains reduced a large number of people to poverty. Many of them sold their belongings to the usurer who borrowed money to lend. From some villages the fugitives were repulsed, and a few of them left out in the cold were frozen to death on the heights of Zighana.

In industries Trebizond suffered considerably. During the best part of the half year almost all business was suspended. Industries. Labour hardly fetched a price while the cost of living greatly increased. Thus, in all probability the panic brought about by cholera has thrown back the town at least for some time in prosperity.

Public Health.

Trebizond within the century has had the cholera for the fourth time. From its East Indian home the epidemic failed not to call here in its travels westwards to Europe and America. Starting from Bengal, traversing Afghanistan or Beloochistan, passing through Russia or Persia it visited Trebizond at the following periods:—(1) July 1829; (2) September 11, 1847, to October 20, 1847, reappearing again on July 26, 1848; (3) August 2, 1865, to September 29, 1865; (4) October 30, 1892, to January 9, 1893. Its last visitation was preceded on July 26 by an outbreak of a choleraic affection at Platana, and from September 9 to September 12 at Trebizond. They seem to have been the forerunners of the real disease which broke over this town about two months before the end of the year. However inaccurately kept may have been the registers, the mortality cannot have been very great. Even if one concedes to public opinion so far as to double the records given officially, numbering 390 cases and 230 deaths, the disease in its severity cannot be said to have been fearful among a population mustering 40,000, about half of which remained in town. Basing one's self on the registers the cholera death rate per 1,000 inhabitants stands at 4·6 among Armenians, 6·1 among Turks, and 8·3 among Greeks. No Europeans or Persians were attacked. The victims figuring in the death-roll numbered 113 males, 82 females, and 35 children under 12 years of age. Cholera.

During the existence of cholera, Trebizond enjoyed an extraordinary amount of immunity from small-pox, typhoid, diphtheria, and other virulent diseases as well as mild affections. Other diseases. This may be accounted for by the accumulated filth of 25 years having been carted away from the town, the cleanliness of which was kept up by an organised gang of scavengers.

Public Works.

It is satisfactory to note that in spite of such impediments as arose from cholera cordons and quarantines, greater activity than in former years was displayed in public works. The Kerassond-Karahissar road leading through the English silver-lead mines at Lidjessy was made practicable at a cost of 750*l*. The repairs, however, on that of Trebizond to Erzeroum, leased out to contractors, were interrupted by the state of public health so that the route damaged by floods in July, 1890, still presents many difficulties to carriage traffic. The other highways of the Roads. (1491)

vilayet are from neglect, it is believed, in a worse condition than normal.

Bridges.

Eight big and small bridges were washed away in the summer of 1890. Five are along the Erzeroum road, the repairs will cost the Government some 250*l.*; two are on the way to Platana, the one was reconstructed by the inhabitants at 300*l.* and the other by Government at 200*l.* The eighth and largest leading to Surmeneh over the Deïrmen-Dereh River is being entirely rebuilt at the sole expense of the Lemlioglou Brothers. Osman Effendi, the head of this mercantile firm, deserves some praise for that public spirit in which he is thus incurring an expenditure of about 1,500*l.*

Other works.

With the exception of a telegraph station opened at Platana, there is little more to add as regards public works than the construction, by the military authorities, of a block of shops and a large dépôt at the landing place as a source of revenue to the garrison at Trebizond.

General Remarks.

Censorship.

All books, pamphlets, and papers, even those for Persia, undergo the strictest censorship along this coast. Stationery is also examined for writings in invisible ink. Such as contain a likeness of the Sultan, disparaging remarks on Mohametanism, or political reflection unfavourable to Turkey are condemned. In the long list of Greek and Armenian proscribed books, there are besides 30 French, four English, namely: (1) The Koran; (2) Byron's works; (3) Handbook on Turkey in Asia, and (4) the Pasha of Many Tales.

Quarantines.

How far these parts were made to suffer from sanitary barriers may be represented thus:—On June 26, 10 days' quarantine was put on by Turkey here and elsewhere against arrivals from the Caucasus. On July 28 the disease at Platana was pronounced cholera morbus, and as a consequence, the whole coast from the frontier up to Unieh was subjected to 6 days' quarantine in Russia, and 10 days in Turkey. Though Platana was cut off by a cordon, 5 days were imposed against Trebizond for a time by Erzinghian and Erzeroum, and this while cholera actually existed in the interior. Thus Trebizond was completely surrounded by quarantines to and after the end of the year.

Quarantine charges.

Several abuses occurred in the levying of the following quarantine charges fixed by the tariff of 1882:—dues per day on vessels from 1 ton to 100 tons, 1*s.* 8*d.*; from 100 tons to 200 tons, 3*s.* 4*d.*; from 200 tons to 400 tons, 5*s.*; and from 400 tons and upwards, 6*s.* 8*d.* Fee per guard and per porter per day, 4*s.* 2*d.*; lazaretto fee per day, and per person, above 7 years old, 10*d.* Disinfection fee on goods per 2 cwts., 6*d.*; on skins and hides per 100 pieces, 1*s.* 8*d.*; and on rags per bale, 1*s.* 8*d.* Tax per head on large animals 2*d.*, on sheep and smaller animals, 1*d.*

RETURN of the Principal Articles of Export from Trebizond
during the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
ANATOLIAN TRADE.				
Beans	46,340	18,535	68,480	35,390
Cattle (32,530 head)	32,530	32,530	85,135	51,080
Fruits and vegetables ..	13,100	4,550	23,830	7,750
Gallnuts and gums ..	445	1,775	515	2,055
Glue	3,205	2,565	2,775	2,220
Guts	200	800	340	1,370
Hazel nuts	91,240	66,125	101,515	70,300
Hides, skins, furs, &c. .	3,335	12,010	7,520	24,070
Indian corn, bran, &c. .	8,350	1,670	30,870	6,170
Linseed	33,460	12,045	30,330	10,600
Linen and hemp	870	6,960	1,190	9,520
Manganese	2,460	395	800	80
Mohair	200	600	650	1,950
Provisions	13,020	25,600	18,880	34,750
Porpoise oil	5,155	3,090	13,105	7,860
Tobacco	30,045	65,415	24,630	53,785
Walnutwood and box- wood	4,650	15,520	2,970	9,335
Wax	230	1,150	360	1,950
Wheat and flour	2,450	980	6,155	2,460
Wool	210	235	740	850
Other articles	9,250	14,465	16,595	26,220
Total Anatolian ..	300,745	287,025	437,385	359,765
PERSIAN TRANSIT TRADE.				
Carpets	5,120	61,465	6,720	80,615
Cocoons	25	890	160	3,530
Fruits, dried	12,830	8,540	20,545	17,455
Gallnuts and gums ..	80	400	100	600
Silk stuffs (shawls) ..	1,455	116,480	815	65,360
Skins (goats')	200	600	225	675
Tumbeki	9,500	38,000	23,100	92,440
Wool and cotton	400	1,000	680	1,740
Other articles	720	5,045	656	2,625
Total Persian ..	30,830	232,420	53,010	265,090
„ Anatolian ..	300,745	287,025	437,385	359,765
Grand total ..	331,075	519,445	490,395	624,855

RETURN of the Principal Articles of Import to Trebizond during
the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
ANATOLIAN TRADE.				
Barley	15,000	3,500	16,000	3,200
Beans	2,000	800	11,000	4,400
Candles	810	1,940	1,010	2,425
Chemicals and drugs ..	935	3,645	960	4,500
Coffee	5,635	22,545	3,920	16,465
Colours, dyes, paints, &c.	3,635	3,900	2,410	3,860
Copper	3,230	9,685	4,570	13,710
Cotton	780	1,565	1,345	2,690
„ goods	34,600	181,605	52,290	274,830
Crockery and glassware	6,680	4,180	8,925	6,555
Flour	74,265	32,275	48,850	19,040
Fruit, dried	3,260	2,470	2,550	1,600
Fruit and vegetables ..	8,245	2,000	27,415	5,720
Gunpowder	300	900	460	1,380
Haberdashery and fancy goods	1,190	10,200	1,545	15,635
Hardware, cutlery, and nails	14,595	21,400	15,715	17,900
Hazel nuts	4,000	2,400	20,000	12,000
Hides and skins	6,975	13,950	7,490	14,980
Indian corn, wheat, &c.	52,100	10,390	69,615	14,345
Iron	23,590	5,660	40,115	9,625
Jewellery and gold thread	75	4,640	95	5,720
Leather, shoes, &c. ..	1,440	9,955	1,325	8,980
Limestone, cement, and tiles	14,365	2,475	16,140	2,550
Macaroni, biscuits, &c.	980	1,205	945	1,200
Matches and vests ..	2,765	2,475	3,735	3,200
Metals (lead, zinc, steel, and shot) ..	2,545	2,190	3,255	2,735
Native manufactures ..	3,015	21,110	1,920	13,440
Olives	9,330	5,700	5,145	3,800
Olive oil	8,335	12,505	8,285	12,425
Petroleum	16,000	4,800	17,180	5,155
Porpoise oil	2,000	1,200	13,000	7,800
Preserves (fish, caviare)	1,030	5,900	2,405	5,140
Rice	8,675	5,205	6,520	3,615
Sacks, baggage, and wax cloths)	3,680	4,085	7,650	8,415
Salt	50,000	6,000	40,000	4,800
Silks and velvet stuffs ..	175	7,780	215	9,620
Silk, raw and waste ..	25	1,060	30	1,410
Soap	5,370	5,370	2,865	2,865
Spices	446	1,785	545	2,190
Spirits, wine, and beer	10,140	11,250	13,985	13,990
Stationery, books, &c. ..	5,265	8,690	5,500	8,835
Sugar	45,695	45,695	47,670	45,765
Tea	3,565	21,395	4,820	28,910
Tin, bars and plates ..	1,225	3,430	3,085	10,225
Timber and firewood ..	18,470	2,855	58,715	6,810
Tobacco, cut	1,370	8,265	950	3,800

RETURN of the Principal Articles of Import to Trebizond during
the Years 1892-91—continued.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
ANATOLIAN TRADE— continued.				
Woollen goods and cloths	4,075	111,865	4,085	101,890
Yarns	3,165	16,185	3,810	19,660
Other articles	35,270	69,010	47,705	59,910
Total Anatolian ..	520,815	739,090	657,765	849,115
PERSIAN TRANSIT TRADE.				
Cotton goods	38,340	246,160	54,700	350,875
Crockery and glassware	3,900	6,260	4,830	7,760
Haberdashery and fancy goods	1,210	17,960	1,010	10,025
Hardware, cutlery, and machinery	5,020	12,420	4,100	7,540
Leather, shoes, &c. ..	830	6,800	920	7,160
Matches and vestas ..	4,240	3,690	3,840	3,290
Metals (copper, &c.) ..	4,065	9,480	4,950	9,830
Silk and velvet stuffs ..	190	9,600	290	18,820
Stationery and books ..	1,610	4,300	1,640	4,160
Sugar	29,200	29,200	24,420	24,420
Tea	14,000	84,000	16,000	96,000
Woollen goods	3,840	85,800	4,340	92,400
Yarns	400	2,220	480	2,650
Other articles	5,610	16,730	5,095	22,485
Total Persian ..	112,455	534,620	126,615	652,415
„ Anatolian ..	520,815	739,090	657,765	849,115
Grand total ..	632,770	1,273,710	784,380	1,501,530

TABLE showing the Value of all Articles Exported from and Imported to Trebizond from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
ANATOLIAN TRADE.				
United Kingdom ..	28,270	19,445	246,320	337,090
Turkey and Egypt ..	165,280	202,110	191,930	195,350
Austria and Germany..	24,410	31,225	146,340	149,695
France	38,700	69,445	96,270	89,545
Russia	6,105	9,810	22,720	31,155
Roumania and Bulgaria	6,830	10,585	9,450	11,750
Holland	4,850	3,850	..	..
Greece	6,025	7,885	3,250	3,060
Belgium and Sweden ..	5,265	4,050	17,980	24,520
Italy	900	960	2,620	3,825
Switzerland	..	..	1,300	1,720
Other countries ..	440	490	910	1,405
Total	287,025	359,765	739,090	849,115
PERSIAN TRANSIT TRADE.				
United Kingdom ..	22,550	49,565	353,690	469,930
Turkey and Egypt ..	193,465	189,775	4,425	3,995
Austria and Germany..	2,620	6,215	91,360	101,375
France	2,905	6,725	59,450	59,980
Switzerland	..	..	1,750	3,520
Greece	5,160	6,875	2,260	985
Roumania and Bulgaria	2,115	2,450	100	80
Belgium and Sweden ..	2,555	2,960	19,060	10,125
Italy	805	4,405	2,205	3,025
Other countries ..	255	120	320	400
Total Persian ..	232,420	265,090	534,620	652,415
„ Anatolian ..	287,025	359,765	739,090	849,115
Grand total ..	519,445	624,855	1,273,710	1,501,530

RETURN of all Shipping at the Port of Trebizond during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	19	17,990	19	17,990
Ottoman	7,031	27,479	101	85,609	7,132	113,088
French	...	...	65	89,896	65	89,896
Austro-Hungarian	...	...	65	73,526	65	73,526
Russian	15	757	62	57,676	77	58,433
Greek	3	1,153	18	22,949	21	24,102
Danish	...	...	13	14,553	13	14,553
Others	...	...	2	2,265	2	2,265
Total	7,049	29,389	345	364,464	7,394	393,853
„ for the year preceding ...	10,114	47,689	516	552,930	10,630	600,619

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	19	17,990	19	17,990
Ottoman	7,031	27,479	101	85,609	7,132	113,088
French	...	...	65	89,896	65	89,896
Austro-Hungarian	...	...	65	73,526	65	73,526
Russian	15	757	62	57,676	77	58,433
Greek	3	1,153	18	22,949	21	24,102
Danish	...	...	13	14,553	13	14,553
Others	...	...	2	2,265	2	2,265
Total	7,049	29,389	345	364,464	7,394	393,853
„ for the year preceding ...	10,114	47,689	516	552,930	10,630	600,619

LONDON :

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,

Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1491)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1179.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF ADRIANOPLE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1021.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.
[C. 6855—66.] *Price One Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1059. Trebizond	1d.	1119. St. Petersburg	1d.
1060. Barcelona	1½d.	1120. Teneriffe	1½d.
1061. Tainan	1d.	1121. Damascus	1d.
1062. Smyrna	1½d.	1122. Naples	2d.
1063. Old Calabar	½d.	1123. Hakodate	1d.
1064. Samoa	½d.	1124. Montevideo	2½d.
1065. Tahiti	1d.	1125. Stockholm	1½d.
1066. Chetoo	6d.	1126. Dantzig	2d.
1067. Gothenburg	2d.	1127. The Hague	1½d.
1068. Buenos Ayres	1½d.	1128. Odessa	1d.
1069. Loanda	1½d.	1129. Berne	1½d.
1070. Guatemala	1d.	1130. Malaga	3d.
1071. Zanzibar	1d.	1131. Rome	2½d.
1072. Charleston	2½d.	1132. St. Jago de Cuba	4½d.
1073. Nice	1d.	1133. Munich	1½d.
1074. Caracas	1d.	1134. Meshed	1d.
1075. Lisbon	2d.	1135. Guayaquil	½d.
1076. Calais	2d.	1136. Rio de Janeiro	4½d.
1077. Rio Grande do Sul	5½d.	1137. Tonga	1d.
1078. Philadelphia	2½d.	1138. Copenhagen	1d.
1079. Brindisi	2d.	1139. Tangier	1½d.
1080. New York	2d.	1140. Buenos Ayres	2½d.
1081. San Francisco	1½d.	1141. Para	1d.
1082. Frankfort	4d.	1142. Baghdad and Bussorah	1½d.
1083. Hiogo	1½d.	1143. Christiania	5½d.
1084. Tokio	1½d.	1144. Old Calabar	2d.
1085. Amsterdam	1d.	1145. Trieste	1½d.
1086. San Francisco	3d.	1146. Quito	1d.
1087. Bangkok	½d.	1147. Buenos Ayres	6d.
1088. Soul	1½d.	1148. Bogotá	1d.
1089. Chiengmai	1d.	1149. The Hague	2d.
1090. Copenhagen	½d.	1150. Mexico	2½d.
1091. New Caledonia	½d.	1151. Florence	2d.
1092. Bushire	2d.	1152. Calais	1d.
1093. Tamsui	1d.	1153. Lorenzo Marques	1½d.
1094. Dunkirk	1d.	1154. Patras	1d.
1095. Port Said	1d.	1155. Taganrog	1d.
1096. Guatemala	½d.	1156. Stockholm	1d.
1097. Chungking	9d.	1157. Washington	2d.
1098. Nagasaki	1d.	1158. Paris	1½d.
1099. Constantinople	2d.	1159. Bengazi	1d.
1100. Buenos Ayres	½d.	1160. Santos	2½d.
1101. Shanghai	2d.	1161. Buenos Ayres	1½d.
1102. Jeddah	½d.	1162. Nantes	1d.
1103. Chicago	3d.	1163. Beira	5d.
1104. Erzeroum	½d.	1164. Galveston	1½d.
1105. Loanda	3d.	1165. Berlin	1d.
1106. Macao	½d.	1166. Bordeaux	2½d.
1107. Canton	1d.	1167. Calais	2½d.
1108. Paramaribo	1½d.	1168. The Hague	2d.
1109. Tunis	1½d.	1169. Athens	1s. 0d.
1110. Sofia	3d.	1170. Galatz	1½d.
1111. Brunei	1½d.	1171. Guayaquil	1d.
1112. Athens	2½d.	1172. Riga	2d.
1113. Alexandria	2d.	1173. Trebizond	1d.
1114. Vienna	1d.	1174. Havre	2½d.
1115. Stettin	2½d.	1175. Saigon	½d.
1116. Berne	1d.	1176. Baltimore	1½d.
1117. Palermo	2½d.	1177. Brest	1d.
1118. Tokio	1½d.	1178. Buenos Ayres	½d.

No. 1179.

Reference to previous Report, Annual Series No. 1021.

TURKEY.

ADRIANOPLE.

Consul Cumberbatch to the Earl of Rosebery.

My Lord, *Adrianople, March 24, 1893.*

I HAVE the honour to transmit herewith my Commercial Report for the year 1892.

I have, &c.
(Signed) H. A. CUMBERBATCH.

Report on the Trade and Commerce of Adrianople for the Year 1892.

ABSTRACT of Contents.

	PAGE
Introduction	1
Exports	1
Imports	3
Miscellaneous remarks . . .	4
Tables of exports and imports ..	5

The general trade of Adrianople in 1892 can be estimated as Introduction. having been about 25 per cent. less than that of 1891, but as the latter was an exceptionally good year the state of trade in 1892 cannot be said to have been bad, on the contrary there was a fair quantity of business, both in exports as well as imports, with the usual results.

The figures given in this report are compiled from data furnished by various private sources, and are to be taken as only approximative valuations.

Exports.

The aggregate value of the principal articles exported in 1892 by Adrianople firms was about 30,000*l.* below the (1899) Decrease.

figures of 1891, and would have shown a still greater diminution had it not been for the high prices offered for the silk cocoon crop, and for the fact that a portion of the cereals exported in 1892 formed part of the preceding year's stock which had been held back for speculative purposes, as mentioned in the Commercial Report of this Consulate for that year.

Harvests.

The harvests were good average ones, but the cereals exported were about 56,000 cwts. less than the 1891 quantity.

Wheat and rye.

The falling-off was chiefly in wheat and rye, the prices offered having been considerably lower than the quotations of the year before, as will be seen by the following table of prices f.o.b. at Dédeaghatch:—

	Per Quarter.			
	1891.		1892.	
	From—	To—	From—	To—
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat, soft	1 12 0	1 16 0	1 2 6	1 4 0
„ hard	1 15 0	2 2 0	1 6 0	1 8 0
Rye	1 4 0	1 15 6	0 16 0	0 17 0

Maize.

The maize was exported in unusually large quantities to England, as was also the whole of the valuable canary seed crop which was only one-third that of the year before, and was sold at nearly three times the price.

Barley.

The barley supply was again nearly entirely taken up by the wants of the 2nd Army Corps, garrisoned in this district, while the oats went to France.

Oats.

Wool.

The wool exported to Salonica, Pesth, and Constantinople was in excess of the preceding year's quantity and fetched better prices.

ocoons.

There was a fair yield of cocoons, though below that of 1891, which itself was not a good one. Dealers, however, realised good profits as prices were high, reaching as much as 6s. per lb. at Marseilles and Milan, whilst the initial cost was about 3s. 9d. for the best quality dried.

Silk.

About 300 cwts. of silk, spun in local factories, was exported to England, France, and Italy.

Tobacco.

The tobacco exported in 1892 was from the preceding year's crop, which was about 10,000 cwts. in excess of the 1890 yield. The quantity exported by private dealers was, to Egypt, 3,600 cwts.; to England, 1,195 cwts.; to Germany, 460 cwts.; to Tunis, 5 cwts.; whilst the Turkish Tobacco Régie itself consigned 520 cwts. to the Italian monopoly.

The quality most demanded by English dealers was the Kizildéli leaf, grown in the Souffli district near Adrianople. Prices from 2½d. per lb. to 4½ per lb.

The better qualities, like the Sultan Yéri, fetched 6½d. per lb.

The trade in skins of all kinds was about the same, both as Skins. to quantity and value. The demand for goat-skins for the English market was insignificant.

As predicted in my report for 1891 the new customs tariff Wine. in France had the effect of considerably reducing the wine exports to that country. The supply having consequently been greatly in excess of the demand a large stock remains on hand, especially in the Kivk-Klissé cellars, and will have to be parted with at greatly reduced prices, in order to make room for the current year's production.

About 1,000 cwts. of lees of wine or argol were exported Lees of wine. for dyeing purposes, and the promoters of this speculation are sanguine of its future development. Prices obtained were 2£ 10s. per cwt. to 2£ 16s. per cwt.

The autumn sowings in several regions not having had a Prospects for sufficient covering of snow during an unusually hard winter, 1892. the forecast for the early crops is not favourable.

Imports.

British cotton, woollen, and linen goods, such as calicoes, British goods. chintzes, madapolams, shawls, drapery, and cotton yarns, have not been exempted from the general depression, but, as far as can be gathered, there is nothing to show that either these goods or any other staple articles of British manufacture have been affected to any greater extent than the goods of rival countries, notwithstanding the advantages the latter derive from the through rates, differential railway tariffs and subventioned maritime services to which allusion was made in my report for 1891.

The increase in colonials was principally under rice from Colonials. British India which appears to be rapidly replacing the produce Rice. of Italy and Japan, whilst the Eastern Roumelian article no longer comes in any appreciable quantity.

The increased demand for articles of food, in general, is traced to the steady immigration of the Mussulman population Increase in articles of food due to immigration. from Bulgaria and Eastern Roumelia into Turkey.

Under ironware, tin, wholly supplied by the United Kingdom, Iron. showed a slight falling-off, but on the other hand iron-ware from Belgium was largely imported.

The paper for wrapping was supplied by Austria-Hungary Paper. and Germany, whilst that for writing purposes and for making cigarettes came from France and Austria-Hungary. Though the quantity was the same the writing paper was inferior in quality.

The petroleum was entirely of Russian produce, the American Petroleum. article being now quite a thing of the past in this market.

Miscellaneous Remarks.

Sugar factory. A concession has been obtained for the erection and working of a sugar factory at Euzun-Keupru, near Adrianople, but as yet the necessary capital has not been fully subscribed. It remains to be seen whether the venture will prove successful, because so far the beet grown in that locality has not furnished the necessary amount of sacchariferous substance. The matter has been also receiving attention in English and Austrian circles with—it is hoped—a likelihood of a development of this industry with cane, if not with beetroot.

River works. Works of some importance were carried out in 1892, with a view to prevent the periodical overflow of the River Maritza, near the town of Adrianople. The dams proved insufficient, and repeated inundations were not prevented this winter. Consequently, in addition to damages to the surrounding country, the only road between the town and the railway station, about 2 miles long, and which had been considerably encroached upon in previous years, has been carried away in several places, and rendered almost impracticable for carts.

Present security of life and property. The energetic steps taken during the last 2 years by the Government for the suppression of brigandage in the vilayet of Adrianople have had the effect of securing comparative safety to life and property, and of thus encouraging trade in the outlying districts, for the present at least.

Projected harbour works at Dédéaghatch. Harbour works at Dédéaghatch have evidently been decided upon by the Oriental Railways Company, whose engineers have been at work making preliminary studies, and it is hoped by the trading public that no time will be lost in putting their plans into execution, as every year's delay will make the growing competition of Bourgas more difficult to contend with, especially if improvements are effected in that harbour.

Dédéaghatch railway traffic. The receipts of the Adrianople-Dédéaghatch branch of the Oriental Railways for 1892 were:—(1) for transport of merchandise 45,500*l.*, and (2) for passengers 13,500*l.*, making a total of 59,000*l.*, or 8,500*l.* more than the receipts for 1891.

This excess was due to the increased business in cereals carried to Dédéaghatch for shipment, and it would have been still greater had all the produce of Eastern Roumelia found its way to Dédéaghatch, instead of going in part to the rival port of Bourgas.

Annex A.—RETURN of Principal Articles Exported by Adrianople Firms during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Wheat, hard	Quarters ...	30,000	£ 40,500	17,000	£ 22,500
" soft	" ...	25,000	31,250	13,000	15,000
Rye	" ...	70,000	57,750	22,000	12,000
Maize	" ...	3,000	2,450	20,000	12,000
Alpestre	" ...	3,200	4,600	1,000	4,500
Barley	" ...	5,500	4,500	6,000	5,800
Oats	" ...	2,500	3,150	4,000	4,100
Wool	Cwts. ...	5,000	11,600	7,000	18,000
Cocoons	" ...	4,000	72,600	2,700	100,000
Tobacco	" ...	3,200	8,750	5,800	16,500
Skins—					
Oxen	Pieces ...	30,000	9,800	30,000	8,800
Buffalo	" ...	800	750	1,000	800
Lamb	" ...	250,000	21,600	280,000	23,000
Goat	" ...	40,000	4,000	50,000	5,500
Kid	" ...	150,000	12,300	180,000	16,500
Hare	" ...	25,000	900	20,000	500
Wine	Gallons ...	580,000	14,500	200,000	4,500
Total	...	...	301,000	...	270,000

Annex B.—RETURN of Principal Articles Imported by Adrianople Firms during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Manchester and other manu- factured goods	...	...	£ 250,000	...	£ 200,000
Colonials (rice, sugar, coffee) ...	Tons ...	2,600	45,000	2,800	50,000
Iron and ironware	" ...	1,500	12,000	1,500	10,000
Paper	" ...	110	4,000	100	2,500
Petroleum	Cases ...	20,000	4,000	22,000	4,400
Other articles	...	...	150,000	...	113,000
Total	...	...	465,000	...	380,000

LONDON:

Printed for Her Majesty's Stationery Office,

By HARRISON AND SONS,

Printers in Ordinary to Her Majesty.

(1250 5 | 93—H & S 75)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

Nº 1186.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892
ON THE
TRADE, &c., OF PALESTINE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1023.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—73.]

Price One Halfpenny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1064. Samoa	1d.	1125. Stockholm	1½d.
1065. Tahiti	1d.	1126. Dantzic	2d.
1066. Chefoo	6d.	1127. The Hague	1½d.
1067. Gothenburg	2d.	1128. Odessa	1d.
1068. Buenos Ayres	1½d.	1129. Berne	1½d.
1069. Loanda	1½d.	1130. Malaga	3d.
1070. Guatemala	1d.	1131. Rome	2½d.
1071. Zanzibar	1d.	1132. St. Jago de Cuba	4½d.
1072. Charleston	2½d.	1133. Munich	1½d.
1073. Nice	1d.	1134. Meshed	1d.
1074. Caracas	1d.	1135. Guayaquil	½d.
1075. Lisbon	2d.	1136. Rio de Janeiro	4½d.
1076. Calais	2d.	1137. Tonga	1d.
1077. Rio Grande do Sul	5½d.	1138. Copenhagen	1d.
1078. Philadelphia	2½d.	1139. Tangier	1½d.
1079. Brindisi	2d.	1140. Buenos Ayres	2½d.
1080. New York	2d.	1141. Para	1d.
1081. San Francisco	1½d.	1142. Baghdad and Bussorah	1½d.
1082. Frankfort	4d.	1143. Christiania	5½d.
1083. Hio-go	1½d.	1144. Old Calabar	2d.
1084. Tokio	1½d.	1145. Trieste	1½d.
1085. Amsterdam	1d.	1146. Quito	1d.
1086. San Francisco	3d.	1147. Buenos Ayres	6d.
1087. Bangkok	½d.	1148. Bogotá	1d.
1088. Söul	1½d.	1149. The Hague	2d.
1089. Chiengmai	1d.	1150. Mexico	2½d.
1090. Copenhagen	½d.	1151. Florence	2d.
1091. New Caledonia	½d.	1152. Calais	1d.
1092. Bushire	2d.	1153. Lorenzo Marques	1½d.
1093. Tamsui	1d.	1154. Patras	1d.
1094. Dunkirk	1d.	1155. Taganrog	1d.
1095. Port Said	1d.	1156. Stockholm	1d.
1096. Guatemala	½d.	1157. Washington	2d.
1097. Chungking	9d.	1158. Paris	1½d.
1098. Nagasaki	1d.	1159. Bengazi	1d.
1099. Constantinople	2d.	1160. Santos	2½d.
1100. Buenos Ayres	½d.	1161. Buenos Ayres	1½d.
1101. Shanghai	2d.	1162. Nantes	1d.
1102. Jeddah	½d.	1163. Beira	5d.
1103. Chicago	3d.	1164. Galveston	1½d.
1104. Erzeroum	½d.	1165. Berlin	1d.
1105. Loanda	3d.	1166. Bordeaux	2½d.
1106. Macao	½d.	1167. Calais	2½d.
1107. Canton	1d.	1168. The Hague	2d.
1108. Paramaribo	1½d.	1169. Athens	12d.
1109. Tunis	1½d.	1170. Galatz	1½d.
1110. Sofia	3d.	1171. Guayaquil	1d.
1111. Brunei	1½d.	1172. Riga	2d.
1112. Athens	2½d.	1173. Trebizond	1d.
1113. Alexandria	2d.	1174. Havre	2½d.
1114. Vienna	1d.	1175. Saigon	½d.
1115. Stettin	2½d.	1176. Baltimore	1½d.
1116. Berne	1d.	1177. Brest	1d.
1117. Palermo	2½d.	1178. Buenos Ayres	½d.
1118. Tokio	1½d.	1179. Adrianople	½d.
1119. St. Petersburg	3d.	1180. Algiers	1½d.
1120. Teneriffe	1d.	1181. Boston	1d.
1121. Damascus	1d.	1182. Marseilles	1½d.
1122. Naples	2d.	1183. Warsaw	1d.
1123. Hakodate	1d.	1184. Piræus	1½d.
1124. Montevideo	2½d.	1185. Callao	1d.

No. 1186.

Reference to previous Report, Annual Series No. 1023.

TURKEY.

JERUSALEM.

Consul Dickson to the Earl of Rosebery.

My Lord,

Jerusalem, March 23, 1893.

I HAVE the honour to transmit herewith a Report on the Trade and Commerce of the Consular District of Palestine for the year 1892.

I have, &c.
(Signed) JOHN DICKSON.

Report on the Trade and Commerce of Palestine for the Year 1892.

ABSTRACT of Contents.

	PAGE
Trade generally	1
British trade	2
Shipping	3
Agriculture	3
Public works	4

Trade Generally.

The total value of the exports and imports of this Consular District for the year 1892 shows a diminution on that of the previous year, which can be mainly attributed to the continuation of the quarantine restrictions at the port of Jaffa, and the cordon regulations in the interior, in consequence of the reports of cholera at Acre and other places during the early summer, and, later on, of its appearance in Europe. Vessels arriving at Jaffa either did not communicate at all with the shore, or simply landed the mails and proceeded on their course. The cordons established on the frontiers of the province to prevent the introduction of the epidemic from the other parts of Syria were a

(1511)

Ships obliged to unload at Beyrout.	considerable hindrance to the interior traffic, and under these circumstances the export trade declined. Consignments of merchandise for Jaffa from Europe were invariably carried on to Beyrout, where vessels performed quarantine and discharged their cargoes, and were afterwards re-shipped to Jaffa as opportunity offered. As far as the statistics procurable through the Consular agency at Jaffa show, the export trade in 1892 was dull, and little business was done. The crops, moreover, were not good, in consequence of the excessive heat in the spring and early part of the summer, and no wheat or barley was exported. The total of the exports and imports amounted to 601,063 <i>l.</i> in 1892, as compared with 688,230 <i>l.</i> in the previous year, showing a diminution of 87,167 <i>l.</i>
Export trade dull.	
Total of exports and imports.	
Exports.	In almost all the articles of export there was a decrease in 1892 compared with 1891. The only articles which showed an increase in the exportation were sesame seed, wool, rags, and bones. Olive oil was exported to the value of 1,358 <i>l.</i> as against 20,700 <i>l.</i> in 1891, but this great diminution is accounted for by the poverty of the olive crop, the trees bearing well only every alternate year.
Olive oil.	
Imports.	The total value of the imports in 1892 amounted to 342,597 <i>l.</i> as compared with 287,700 <i>l.</i> in the previous year, the increase being 54,897 <i>l.</i> There was an augmentation both in quantity and value of almost every article imported, but notably so in cotton manufactures, petroleum, timber, hardware, coal, and flour.
Increase in imports.	
Cotton goods.	Cotton goods were imported in 1892 to the extent of 5,100 bales, of the value of 78,850 <i>l.</i> , as against 4,950 bales, of the value of 71,500 <i>l.</i> , the previous year, being an increase in value of 7,350 <i>l.</i>
Petroleum.	Petroleum was imported to the amount of 11,300 <i>l.</i> as against 8,500 <i>l.</i> in 1891, showing an augmentation of 2,800 <i>l.</i>
Timber.	The importation of timber has been steadily increasing of late years on account of its being employed in the various buildings in and about Jerusalem and Jaffa, and in the Jewish colonies. In 1892 77,500 <i>l.</i> worth was imported as against 61,500 <i>l.</i> in 1891, or an increase to the amount of 16,000 <i>l.</i>
Coal.	Coal was imported to the value of 4,900 <i>l.</i> compared with 3,400 <i>l.</i> in 1891, being an increase of 1,500 <i>l.</i>

British Trade.

Imports from the United Kingdom.	As regards British trade, the imports from the United Kingdom have augmented during recent years, and consist chiefly in Manchester goods, rice, sugar, hardware, coal, and iron. The total value of the imports in 1892 was 50,156 <i>l.</i> , as compared with 22,000 <i>l.</i> in 1891, and 17,400 <i>l.</i> in 1890. Notwithstanding the quarantine restrictions there was a very slight diminution in the number and tonnage of British vessels which entered and cleared at the port of Jaffa in 1892, and towards the end of the year a direct trade with the United Kingdom had sprung up. Five
Value of British imports.	
British shipping.	

steam vessels engaged in direct trade from and to Great Britain entered, and four cleared, with a total tonnage of 3,700 tons and 2,805 tons respectively, and the total value of their cargoes amounted to 21,000*l*. Coal from Cardiff and other British ports was imported direct for the use of the Jaffa-Jerusalem Railway, but a considerable number of steam vessels arrived for the purpose of loading oranges. The export of oranges to the United Kingdom has of late been on the increase, and last autumn a line of British steamers was established with the object of shipping oranges direct to Liverpool. The firm of Messrs. Goodyear and Co. sent on an average a steamer every 10 days from the commencement of the orange crop, each vessel loading from 15,000 boxes to 20,000 boxes at a time, the freight varying from 1*s*. 8*d*. to 3*s*. or 5*s*. per box. This system of conveying oranges direct to the United Kingdom has not only proved a profitable business for the steamship companies, but great service has been rendered to the shippers, as the fruit reaches its destination in a shorter time and in a better condition than if sent via Egypt. In former years the oranges were forwarded to Port Said in the coasting steamers, and there transhipped in vessels sailing for the United Kingdom, but by this method much damage was occasioned, as well as delay. Nearly three-fifths of the whole orange crop of Jaffa is now shipped to Liverpool, the rest being exported for the most part to Austria and Egypt.

Direct trade with the United Kingdom. Coal from British ports.

Oranges. Export of oranges to United Kingdom. Steamers to Liverpool.

Freights for oranges.

Direct trade profitable to shippers.

Three-fifths of orange crop sent to Liverpool

Shipping.

The shipping returns at the port of Jaffa for 1892 show a total as regards ships that entered of 733 vessels and 439,357 tons, as against 696 vessels and 400,166 tons in the previous year, being an increase of 37 vessels and 39,191 tons. Of these 350 were sailing and 383 steam vessels; 48 were British steam vessels.

Total number of vessels that entered.

The largest number of steam vessels that touched at Jaffa were Egyptian and Austrian, their numbers being 92 and 86, and their total tonnage 79,225 tons and 102,885 tons respectively. 732 vessels cleared of a total tonnage of 438,462 tons. Returns of shipping and of the exports and imports at the port of Jaffa for the year 1892 are herewith annexed.

British vessels. Egyptian and Austrian vessels. Number of vessels that cleared.

Agriculture

With regard to agriculture there was little improvement on the previous year. The crops at the beginning of 1892 were very promising, the rainfall having been plentiful, but they were much injured by the very dry heat in the spring and early summer. It may here be mentioned that a considerable quantity of colocynth is annually exported from Gaza, as well as from Jaffa, to Europe, for use as a drug, and the trade in this article is increasing. The olive crop was a bad one, 1892 being a non-producing year. The cultivation of the vine on the plains of

The crops in 1892.

Export of colocynth.

The olive crop.

Cultivation of the vine in Jewish colonies. Manufacture of wine. Quality of wines. Jaffa, and in the various Jewish colonies, is on the increase, and during 1892 about 500,000 young vines from America were planted in the colony of Petah Tikwé alone. The manufacture of wine is also becoming a thriving industry, especially in the Jewish colonies of Mikwé and Richon, and before long may form an important article for exportation. Both red and white wines are made at these colonies of an excellent flavour and fine colour, resembling somewhat in taste the French wines, but at present the consumption is chiefly confined to Palestine and Egypt, though an increased production will no doubt cause these wines to find a market in other countries. The price per bottle is from 25 c. to 1 fr. 50 c. The cultivation of the mulberry tree is also on the increase, as the experiment of rearing the silkworm is being tried in some of the colonies above referred to.

Price per bottle. Cultivation of mulberry tree.

Public Works.

Jaffa-Jerusalem Railway. The Jaffa-Jerusalem Railway,* which had been in course of construction, and which I referred to in last year's report as likely to be finished in the autumn, was completed in September last, and the inauguration ceremony took place on September 26 at Jerusalem. The cost of the works is stated to have been about 360,000*l.*, and the working of the line has been leased to a French company for a period of five years, at 600,000 fr. per year. The obligations have been for some time in the market, and are quoted on the Paris Exchange, but the shares will be issued on April 1 next. Trains, since the opening of the line, have been running regularly between Jaffa and Jerusalem. The line, however, is a narrow gauge (1 metre), and the distance, 54 miles, is accomplished in 3½ hours. It may also here be mentioned that the Haifa-Damascus Railway, under the management of an English company, was commenced last autumn, and the first turf was cut on December 12, amidst great festivities, at Haifa. This railway, which is of the ordinary English gauge, and, consequently, will be able to attain the usual high rate of speed, will pass through the most populous and fruitful districts of Syria, and promises to be a very successful enterprise, or, in other words, to become the principal, as well as commercially, the most important line in the country. Details respecting this line will be found in the Consular Reports on the districts which it will traverse. The construction of a port at Jaffa, which will become a necessity if the Jaffa-Jerusalem Railway turns out to be a successful undertaking, is much spoken of, and the firm of Messrs. Baltazzi, at Constantinople, are at present negotiating with the Porte for the concession. In any case a harbour at Jaffa would be a great boon to the country, as scarcely a winter passes without some casualty to shipping, and the loss of life. Last November no less than 19 persons were drowned in one day whilst trying to land from one of the mail steamers during rough weather.

Cost of railway. Lease to French company for five years. Issue of shares. Service of trains. Haifa-Damascus Railway. Cutting of the first turf. Prospects of. Necessity for harbour at Jaffa. Negotiations for concession. Yearly loss of life for want of harbour.

* A special Report on this subject is in the press and will shortly be issued, with plans.—Ed.

JERUSALEM.

5

RETURN of Principal Articles of Export from Jaffa during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Quarters ...	...	...	2,695	3,300
Maize	...	695	420	18,325	17,300
Olive oil	Lbs. ...	11,000	1,358	1,529,000	20,700
Sesame	Tons ...	5,000	69,350	1,890	30,800
Soap	...	1,800	46,800	4,250	124,000
Wool	Lbs. ...	380,000	5,550	422,400	4,300
Oranges	Boxes ...	248,000	62,000	270,000	108,400
Colocynth	Lbs. ...	88,700	2,580	93,400	3,800
Rags	Bales ...	320	640	280	360
Hides	Lbs. ...	372,000	7,100	462,000	8,600
Beans	Quarters ...	625	556	...	...
Lupins	...	2,500	1,387	15,100	9,900
Barley	...	...	...	...	...
Bones	Tons ...	410	1,025	380	870
Other articles	...	...	59,700	...	68,200
Total	...	...	258,466	...	400,530

RETURN of Principal Articles of Import to Jaffa during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton goods	Bales ...	5,100	78,850	4,950	71,500
Coffee	Tons ...	192	15,552	180	14,500
Rice... ..	...	2,520	30,240	2,400	...
Sugar	...	810	16,500	780	15,700
Petroleum	Boxes ...	56,500	11,300	38,500	8,500
Hardware	...	810	4,850	780	3,950
Fancy goods	...	2,650	21,200	2,950	24,500
Cloth, fine	...	25,500	12,250	22,600	11,100
secondary	...	34,000	6,500	32,500	8,000
Wine and spirits	Lbs. ...	285,000	2,240	330,000	2,700
Coal	Tons ...	3,200	4,900	2,200	3,400
Timber	Pieces ...	1,650,000	77,500	1,450,000	61,500
Tiles	Number ...	490,000	2,940	550,000	2,200
Salt	Tons ...	395	2,900	415	3,000
Flour	Sacks ...	4,750	7,125	4,200	5,350
Iron	Tons ...	2,950	22,750	3,200	23,000
Other articles	...	...	25,500	...	28,800
Total	...	...	342,597	...	287,700

TURKEY.

TABLE showing the Total Value of all Articles Exported from Jaffa and Imported to Jaffa from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	71,610	99,800	50,156	22,000
Turkey	31,356	80,000	47,844	50,700
France	58,000	101,000	58,000	50,500
Italy	8,000	11,900	22,000	20,000
Egypt	52,000	49,000	56,000	52,000
Russia	9,000	11,700	28,000	20,000
America	1,000	2,000	3,000	2,600
Germany	5,600	17,000	14,000	12,500
Cyprus	100	500	2,240	7,700
Other countries	26,800	27,680	66,357	49,700
Total	258,466	400,530	342,597	287,700

RETURN of all Shipping at the Port of Jaffa during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	48	30,490	48	30,490
Turkish	328	11,518	32	33,486	360	45,004
Austrian	...	...	86	102,855	86	102,855
French	...	...	60	94,107	60	94,107
Egyptian	...	...	92	79,225	92	79,225
Russian	...	...	47	63,284	47	63,284
Other countries	22	5,668	18	18,724	40	24,392
Total	350	17,186	383	422,171	733	439,357
„ for the year preceding	...	...	...	...	696	400,166
Increase in 1892	...	...	...	...	37	39,191

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	47	29,595	47	29,595
Turkish	328	11,518	32	33,486	360	45,004
Austrian	...	...	86	102,855	86	102,855
French	...	...	60	94,107	60	94,107
Egyptian	...	...	92	79,225	92	79,225
Russian	...	...	47	63,284	47	63,284
Other countries	22	5,668	18	18,724	40	24,392
Total	350	17,186	382	421,276	732	438,462
„ for the year preceding	...	...	...	...	696	400,166
Increase in 1892	...	...	...	...	36	38,296

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1200.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF THE CONSULAR DISTRICT OF
ALEPPO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1017.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—87.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1084. Tokio	1½d.	1142. Baghdad and Bussorah ..	1½d.
1085. Amsterdam	1d.	1143. Christiania	5½d.
1086. San Francisco	3d.	1144. Old Calabar	2d.
1087. Bangkok	½d.	1145. Trieste	1½d.
1088. Söul	1½d.	1146. Quito	1d.
1089. Chiengmai	1d.	1147. Buenos Ayres	6d.
1090. Copenhagen	½d.	1148. Bogotá	1d.
1091. New Caledonia	½d.	1149. The Hague	2d.
1092. Bushire	2d.	1150. Mexico	2½d.
1093. Tamsui	1d.	1151. Florence	2d.
1094. Dunkirk	1d.	1152. Calais	1d.
1095. Port Said	1d.	1153. Lorenzo Marques	1½d.
1096. Guatemala	½d.	1154. Patras	1d.
1097. Chungking	9d.	1155. Taganrog	1d.
1098. Nagasaki	1d.	1156. Stockholm	1d.
1099. Constantinople	2d.	1157. Washington	2d.
1100. Buenos Ayres	½d.	1158. Paris	1½d.
1101. Shanghai	2d.	1159. Bengazi	1d.
1102. Jeddah	½d.	1160. Santos	2½d.
1103. Chicago	3d.	1161. Buenos Ayres	1½d.
1104. Erzeroum	½d.	1162. Nantes	1d.
1105. Loanda	3d.	1163. Beira	5d.
1106. Macao	½d.	1164. Galveston	1½d.
1107. Canton	1d.	1165. Berlin	1d.
1108. Paramaribo	1½d.	1166. Bordeaux	2½d.
1109. Tunis	1½d.	1167. Calais	2½d.
1110. Sofia	3d.	1168. The Hague	2d.
1111. Brunei	1½d.	1169. Athens	12d.
1112. Athens	2½d.	1170. Galatz	1½d.
1113. Alexandria	2d.	1171. Guayaquil	1d.
1114. Vienna	1d.	1172. Riga	2d.
1115. Stettin	2½d.	1173. Trebizond	1d.
1116. Berne	1d.	1174. Havre	2½d.
1117. Palermo	2½d.	1175. Saigon	½d.
1118. Tokio	1½d.	1176. Baltimore	1½d.
1119. St. Petersburg	3d.	1177. Brest	1d.
1120. Teneriffe	1d.	1178. Buenos Ayres	½d.
1121. Damascus	1d.	1179. Adrianople	½d.
1122. Naples	2d.	1180. Algiers	2½d.
1123. Hakodate	1d.	1181. Boston	1d.
1124. Montevideo	2½d.	1182. Marseilles	1½d.
1125. Stockholm	1½d.	1183. Warsaw	1d.
1126. Dantzic	2d.	1184. Pisa	1½d.
1127. The Hague	1½d.	1185. Callao	1d.
1128. Odessa	1d.	1186. Jerusalem	½d.
1129. Berne	1½d.	1187. Chefoo	1½d.
1130. Malaga	3d.	1188. Munich	2d.
1131. Rome	2½d.	1189. Resht	1d.
1132. St. Jago de Cuba	4½d.	1190. Batavia	1½d.
1133. Munich	1½d.	1191. Batoum	1½d.
1134. Meshed	1d.	1192. Tainan	1d.
1135. Guayaquil	½d.	1193. Amoy	1d.
1136. Rio de Janeiro	4½d.	1194. Zanzibar	4d.
1137. Tonga	1d.	1195. Corunna	2d.
1138. Copenhagen	1d.	1196. Algiers	15½d.
1139. Tangier	1½d.	1197. Pakhoi	1d.
1140. Buenos Ayres	2½d.	1198. Nice	1½d.
1141. Para	1d.	1199. Kiungchow	1½d.

No. 1200.

Reference to previous Report, Annual Series No. 1017.

T U R K E Y.

ALEPPO.

Consul Jago to the Earl of Rosebery.

My Lord,

Aleppo, April 7, 1893.

I HAVE the honour to transmit herewith to your Lordship my Trade Report for the year 1892, together with that of Mr. Vice-Consul Christman on the Trade of the Vilayet of Adana for the same period. The returns of Trade at Alexandretta, the port of the city and province of Aleppo, have been prepared by Mr. Vice-Consul Catoni.

I have, &c.
(Signed) THOS. S. JAGO.

Report on the Trade and Commerce of Aleppo for the Year 1892.

ABSTRACT of Contents.

	PAGE
Aleppo—	
Exportation	1
Importation	3
General remarks on trade	3
Shipping and navigation	4
Public works, mines, &c.	4
Tables of shipping, exports, and imports	5
Adana—	
Exports	8
Imports	9
Shipping	10
Agriculture	10
Railway	11
Tables of exports, imports, and shipping	13

Exports.

Compared with 1891 the exports of 1892 show a diminution Export trade. in weight of 8,639 tons, but an increase in value of 130,009*l*. From a commercial point of view the trade of 1892 left much to be desired. Cereals, which form the principal resource of the Cereals. country, showed a great falling-off when compared with preceding
(1543) A 2

years. The meagre harvests of this year resulted in a very small surplus being left for exportation, and which might be characterised as nil, taking into account that the quantity exported, and which figures in the present report, largely formed part of the harvest of 1891, and was exported during the early months of 1892.

The causes of this short harvest were deficient rainfall in some districts and the ravages of locusts in others, resulting in great stagnation of business, affecting all classes of the community like. Without the assistance of other articles of export which have lately increased in importance, the results of 1892 would have been disastrous. Although the crops of 1891 were much below the average, 19,496 tons of cereals, of the value of 113,004*l.*, were exported, as compared with 7,113 tons, of the value of 36,211*l.*, in 1892.

Specie. The increase in value of exports which would, under such circumstances, appear strange, is, however, in a great degree fictitious, and is caused by the item of specie, the export of which exceeded that of 1891 by 68,908*l.*, the balance of trade against the province being further evidenced by drafts and bills on Europe, of which the full amount cannot be ascertained, but the importance of which is justified by the state of the exchange on Europe, which steadily rose throughout the year, and is now, at the date of this report, nearly 2 per cent. premium.

Wool. This continues to be an important article of export, and showed an increase of 320 tons, of the value of 5,389*l.*, over last year.

Copper ore. The copper mines of Argana, near Diarbekir, the produce of which is exported through Alexandretta, have again, after a few years' cessation, begun to work, and 543 tons, of the value of 20,091*l.*, were exported.

Liquorice root. This article has largely developed, and merits special attention. Collection is now made on a large scale throughout the province, thus compensating in some degree the peasantry for the losses caused by bad harvests. 6,145 tons, valued at 43,231*l.*, were exported to the United States, as compared with 4,293 tons, valued at 28,077*l.*, in 1891.

Cattle. While the export to Egypt continued as in former years, Greece, owing to her quarantine restrictions against Russian ports, drew a portion of her supplies from hence, and in consequence the total value exported exceeded that of 1891 by 13,897*l.*

Olive oil. This crop was very abundant, and the exports attained 628 tons, valued at 19,468*l.* Butter and oil together figure for an excess of 820 tons, of the value of 57,329*l.*

Oranges. This article of export, hitherto insignificant, increases yearly in importance, thanks to the increase of new plantations on the seaboard, and the satisfactory results of sales in the English market.

Dried raisins and figs. Owing to increase of duty in France, the only customer, these articles have diminished in value by 7,716*l.* and 949 tons in weight.

Owing to an almost total failure of crop the export shows a Pistachios.
diminution of 136 tons, valued at 4,502*l*.

All of these articles show, more or less, a decrease in Silk cocoons,
exportation. cotton wool,
opium,
scammony,
yellow of
eggs,
provisions

Imports.

Imports show an increase in weight of 4,406 tons, with the slight increase of 890*l*. in value. This increase is due rather to speculation than to local wants, many capitalists profiting by the fall, at home, of English manufactures, imported largely, in order to profit by the expected rise in price, thus accounting for the increase of 397 tons to be remarkable in the imports of Manchester goods.

Was largely increased, to the detriment of red yarns, native White yarn.
manufacturers finding it to their advantage to dye imported
white yarns by the aniline dyes brought from Europe, and are
thus by degrees dispensing altogether with European red yarns.

It has increased by 48 tons, of the value of 23,268*l*.

Cloth.

Increased by 243 tons, of 18,345*l*. value.

Copper.

Increased by 9,210*l*.

Ironware.

Increased by 14,880*l*.

Sugar.

All these articles show an increased importation over former years.

Coffee, skins

The fall in prices in the Caucasus produced an importation of
5,607 tons, of the value of 28,235*l*., in 1892, as against 3,285 tons,
of the value of 23,500*l*., in 1891, a large portion of which remains
unsold.

cochineal,

indigo,

provisions,

and drugs.

Petroleum.

A falling-off took place in specie, of 18,290*l*.; in rice, of
3,222*l*.; and in wines and spirits of 7,844*l*.

Specie, rice,

wines, and

spirits.

General Remarks on Trade.

The fluctuations of local commerce with Europe during 1892 Great Britain.
demonstrates that as regards Great Britain the exports to it
increased by 22,722*l*. in spite of bad harvests; the large quantity
of wool exported and copper ore largely compensated for the deficit
produced by the short crops of grain.

As regards importation Great Britain still retains the first
rank. Its trade seems to be yearly developing, and her participa-
tion in the increased value of imports this year represents 1,150
tons, of the value of 41,541*l*.

Manufactured goods alone have increased by 518 tons, valued
at 3,120*l*., but it should be noted that in 1892 the bulk of goods
imported had diminished in value, thus explaining the dis-
proportion existing when comparing figures of weight with those
of value.

Since the application of hostile tariffs France has ceased to France.
attract the larger part of our products which formerly gave her
the preference; and this country shows, therefore, as regards
(1543)

Belgium. exports, a diminution of 25,894 tons, compared with the preceding year. As regards imports from France there is little to note, although the returns would seem to indicate such, but in reality Belgium imports, which were formerly classed with those of France, now occupy a separate column, in which they figure for 651 tons, of the value of 33,658*l.*, received in a large degree from the port of Antwerp.

Italy. Owing to failure of grain crops Italian exports diminished by 7,764 tons, of the value of 47,234*l.* Imports also fell off by 66 tons, valued at 6,093*l.*

Austria. Austrian exports slightly diminished, but her imports increased by 344 tons, of the value of 13,548*l.*, over last year. But the decrease apparent in the exports is fictitious, seeing that it is now possible to classify German exports apart instead of comprising them as formerly with those of Austria.

Shipping.

Owing to the cessation of quarantine restrictions, to the establishment of a regular service of steamers of the Austrian Lloyds, and to numerous other than regular liners having called at Alexandretta, steam navigation increased by 124 ships, of 166,608 tons register.

Sailing vessels again increased by 242 ships, of 8,139 tons register, caused chiefly by the increased export of liquorice root to the United States of America and to the heavy imports of petroleum from Batoum.

Steamship communication. British shipping increased by one steamer in number, but by 6,240 tons register in tonnage. Bell's Asia Minor line has less frequently called at Alexandretta, but on the other hand the large steamers of Papayanni's, of Liverpool, and of Adam Brothers, of London, have called more often. The want of a more frequent and direct communication between Alexandretta, the United Kingdom, and Continent of Europe has been long felt, and now seems likely to be supplied by the "Prince Line," of Newcastle, and undoubtedly if a regular and direct line were to be established a reasonable amount of business would accrue to it.

Public Works, Mines, Roads, and Railways.

Nothing having been done in these directions there is nothing to report. A concession has been granted for the working of petroleum deposits near Alexandretta, but their extent and value are as yet unknown. While other provinces of Turkey, and notably those of Syria, have been for some time favoured by the incentives to progress and development in the form of railways and tramways, the province of Aleppo, one of the largest and most fertile in Turkey, seems condemned to steady decay.

Annex A.—RETURN of Shipping at the Port of Alexandretta during the Year 1892.

Nationality.	Steam.			Sailing.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
England	72	41,100	1,459	..	..	..	72	41,100	1,459
France	68	110,555	4,531	..	..	..	68	110,555	4,531
Italy	9	5,446	195	17	8,391	189	26	13,837	384
Austria	45	45,001	1,942	2	981	22	47	45,982	1,964
Turkey	84	71,190	2,896	342	5,445	1,782	426	76,635	4,678
Egypt	47	42,740	2,324	..	..	..	47	42,740	2,324
Greece	6	2,400	120	21	5,230	157	27	7,630	277
Germany	1	621	17	..	..	..	1	621	17
Sweden	1	412	13	..	..	..	1	412	13
Total	333	319,465	13,497	382	20,047	2,150	715	339,512	15,647
" for the year pre- ceding	209	152,857	6,821	140	11,908	909	349	164,765	7,730

NOTE.—The above return comprises ships entered only.

Annex B.—RETURN of the Principal Articles of Export from
Alexandretta during the Years 1892–91.

Article.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Native manufactures ..	365	138,410	326	132,042
Silk cocoons	31	15,400	37	11,840
Cotton	43	1,376	140	4,480
Wool	3,118	143,954	2,798	138,565
Galls and yellow berries	507	23,385	441	24,710
Yellow wax	30	3,600	26	2,654
Gum	34	2,302	11	1,159
Sesame, poppy and castor oil seed ..	908	26,175	826	8,720
Wheat, barley, dari, &c.	7,113	36,211	19,496	113,004
Soap	347	10,802	96	2,882
Tobacco	46	2,544	37	1,184
Pistachio nuts ..	86	6,970	222	11,472
Raisins and figs ..	428	2,892	1,377	10,608
Butter and oil ..	1,846	104,728	1,026	47,399
Almonds and apricot kernels	169	4,385	112	2,688
Provisions	244	6,261	466	11,790
Morocco leather and hides	472	41,275	367	32,100
Goats' hair (Tiftik) ..	14	1,120	17	981
Firewood	1,221	1,221	1,220	1,341
Opium	4	3,220	10	8,050
Scaumony roots ..	61	1,500	97	2,446
Liquorice root ..	6,145	43,231	4,293	28,077
Valonea	173	1,038	144	1,296
Salt guts	30	8,250	32	3,520
Lentils and peas ..	617	3,702	311	1,710
Albumen and yellow of eggs	70	3,500	132	7,392
Copper ore	543	20,091	..	..
Oranges and lemons ..	751	3,755	..	..
Sundries	161	6,442	156	8,426
Cattle	..	85,786	..	71,889
Specie	..	112,690	..	43,782
Total	25,577	866,216	34,216	786,207

Annex C. -RETURN of the Principal Articles of Import to
Alexandretta during the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Manufactured goods ..	6,493	1,187,940	6,096	1,267,862
Cloth	182	91,250	134	67,982
Silk	17	25,600	18	27,377
„ manufactures ..	27	73,980	27	64,364
Sugar	1,341	26,820	594	11,940
Coffee	160	16,000	180	18,099
Rice	320	3,358	500	6,580
Cochineal	29	3,480	20	3,000
Wine and spirits ..	211	6,526	301	14,370
Leather and hides ..	313	28,900	273	30,964
Pepper and pimento ..	77	3,234	72	2,952
Provisions	265	6,064	196	4,867
Paper and stationery ..	318	13,750	300	16,165
Copper	243	18,345	89	7,186
Lead, zinc, tin, and steel	284	11,061	290	12,003
Iron and ironware ..	1,256	25,787	725	16,577
Indigo	107	64,200	86	60,250
Petroleum	5,607	28,235	3,285	23,500
Glass and crystal ..	410	6,719	245	7,732
Drugs	475	21,940	397	16,681
Tobacco and tumbeki ..	96	15,360	106	12,720
Sundries and hardware ..	896	66,701	825	29,933
Colour	185	13,660	147	17,126
Specie and jewellery ..	..	41,920	..	60,210
Total	19,312	1,800,830	14,906	1,799,940

TABLE showing the Total Value of all Articles Exported from
and Imported to Alexandretta from and to Foreign Countries
during the Years 1892-91.

Country.	Export.		Import.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	67,833	45,111	1,068,045	1,026,504
France	122,860	148,754	116,643	191,871
Italy	63,288	110,522	11,244	17,337
Austria	13,577	13,472	202,825	189,287
Russia	..	..	28,780	27,336
America, United States	64,409	34,816	..	..
Belgium	..	..	33,658	..
Greece	2,781	..	..	..
Turkey	342,289	237,798	267,243	288,269
Egypt	176,689	139,869	72,392	59,336
Spain	..	5,865	..	..
Germany	12,492	..	..	..
Total	866,216	736,207	1,800,830	1,799,940

ADANA.

Mr. Vice-Consul Christman reports as follows:—

Introductory Remarks.

The prospects for good cereal crops which existed at the beginning of the year have not been realised. The cotton crop, however, was a perfect success, both as regards quantity and quality, and the subsequent rise of cotton prices in the European markets offered to farmers some compensation. The sesame crop was a total failure.

Exports.

The annexed Table A. shows the export trade of the vilayet.

During the year 1892, goods have been exported from the port of Mersina of the value of 856,050*l.*, as against 1,082,470*l.* in 1891, and from the other ports of the vilayet of a value of 206,150*l.*, as against 533,000*l.* in 1891, making a total of 1,062,200*l.* as against 1,615,470*l.* in 1891, which represents a diminution of 553,270*l.*, or approximately 35 per cent.

The diminution is chiefly in the cereals the value of exports amounting to 396,800*l.* as against 1,020,400*l.* in 1891, and the difference is more important considering that a large portion of the cereals exported in 1892 was on stock from last year's crops.

The following articles, viz., rye, yellow berries, gum tragacanth, carpets, opium, and lead, are not the produce of the Adana vilayet; they are brought from the interior to Mersina for shipment only.

Large quantities of wheat also arrive from Konia vilayet, at Mersina and Selefkia, for shipment.

Trade with Great Britain, as far as it can be ascertained, comprises:—

Trade with
England.

Articles.						Value.
						£
Cereals	..	..	..	..	..	25,000
Cotton	..	..	..	..	..	4,000
„ seed	..	..	..	..	..	35,000
Wool	..	..	..	..	..	4,000
Lead	..	..	..	..	..	1,300
Total of exports to England						69,300

Export trade
with other
countries.

The export trade with other countries was as follows:—

Countries.					Value.
					£
To France	..	..	..	..	400,000
Turkey	..	..	..	..	360,000
Austria-Hungary	..	..	..	..	120,000
Italy	..	..	..	..	30,000
Spain	..	..	..	..	18,000
Egypt, Greece	..	..	..	..	50,000
Russia	..	..	..	..	5,000
Sundries	..	..	..	..	9,900
Total	..	..	..	..	992,900

Imports.

The annexed Table B. shows the imports of the port of Mersina, the total amount of all goods imported during 1892 is 591,080*l.* as against 534,600*l.* in 1891, therefore there is an increase of 56,480*l.*

Only a certain class of goods are directly imported from British ports, viz., coals and machinery, all other goods of British origin reach Mersina by way of Smyrna, Beyrout, or Alexandria.

England receives only a comparatively small part of our export articles, but heads the list of our import articles.

The total amount of British manufactures imported during 1892 is—

Articles.					Value.
					£
Manchester goods	..	..	..	..	60,000
Jute sacks and sacking	..	..	..	..	22,000
Woollen stuffs	..	..	..	..	15,000
Machinery	..	..	..	..	6,500
Rough iron	..	..	..	..	7,500
Colonials	..	..	..	..	6,000
Copper..	..	..	..	..	6,000
Leather (straps)	..	..	..	..	3,000
Spices and drugs	..	..	..	..	7,000
Earthenware	..	..	..	..	6,000
Coals	..	..	..	..	2,400
Total	..	..	..	..	141,400

The value of goods imported from other countries is :—

Imports from
other
countries.

Countries.	Value.
	£
From Turkey	252,180
Austria	86,000
France	70,000
Russia	18,000
Belgium	12,000
Sweden	11,500
Total	449,680

Austro-Hungary sends nearly all the sugar, spirits, matches, paper, and glass, and the largest part of woollen stuffs, fancy goods, and leather. Some of the goods under the head of Austria are of German origin, and are imported *via* Trieste.

France sends about 20 per cent. of sugar, almost all the coffee, woollen stuffs, fancy goods, chemicals, and wines.

Russia sends exclusively all the petroleum, spirits, and preserved provisions.

Belgium supplies the candles, iron nails, zinc, glass, and woollen stuffs.

Sweden sends only iron.

Shipping.

The annexed Table C. shows the movement of the port of Mersina during the year 1892, and comprises ships entered only, total 1,007 vessels with 457,588 tons, of these 611 vessels with 26,345 tons were sailing ships, including coasting crafts, and 396 vessels, with a tonnage of 431,243 tons, were steamers. There is, therefore, an increase in the number of vessels and the tonnage.

The increase in the shipping movement with a falling-off in the trade is explained by the fact that two new lines of steamers were added to those already existing, viz.: the Austrian Lloyds' steamers and those of a Greek Company, and also because several outside steamers called in during the year in search of freight.

The Austrian Lloyds' steamers which kept up only a line between Alexandria and Mersina, have extended their trips as far as Constantinople, and the line which was a bi-monthly in one direction only (Alexandria) is now the same from Constantinople, two steamers calling in every fortnight.

The new Greek Company kept the line for about 3 months only, after which the calls were suspended.

Agriculture.

The good prospects have not been realised in 1892. The rainfall, very abundant during the winter and up to the end of February, fell short during the months of March and April.

The failure of the cereal crops was not due to want of rain, Black rust. but to a disease which the natives call "Kenazeek," and which is no other than black rust. More than half of the wheat has been destroyed. The barley fields suffered little, but the grain remained weak, and the quality, therefore, was less good than usual.

The cotton crop was a perfect success, both in quantity and Cotton crop. in quality. The subsequent rise in the European markets permitted farmers to dispose of their produce with profit, and offered a partial compensation for the losses suffered through the failure of the wheat crop. It is to be regretted that the area cultivated for cotton was in 1892 about 30 per cent. smaller than in 1891.

Farmers were discouraged in consequence of the falling-off of the cotton prices in 1891, and, therefore, cultivated less cotton.

The sesame crop proved a still greater failure than last year. Sesame crop. There are exactly 10 years since we had not a successful sesame crop in the Adana vilayet.

The vilayet of Adana had also the additional misfortune to Cattle plague. have the cattle plague, which caused a heavy mortality among the live stock; in some districts farmers lost about two-thirds of their cattle, which they had but lately purchased. It is esteemed that the losses from the cattle plague amount to 500,000*l*. Epizootic disease subsists in some districts, even at present.

The importation of agricultural machinery increases every Agricultural machinery. year, and farmers get the more and more accustomed to it. There are at present 25 steam thrashing machines in the farms around Adana and Tarsus, and they afford great facility and an important economy. No doubt the number will increase before long.

Trials with a steam plough having given unexpected good Steam results this mode of cultivating will soon find followers, ploughing. steam ploughing is of capital importance in a country like Adana where people possess extensive area of cultivable land, which is out of question to manage by hand labour; it required a great pressure to induce a farmer to make the first trial with the steam plough.

The spring of the present year (1893) has been exceptionally wet; there was almost a continuous rainfall, and this proves to be a serious drawback as it prevents the cultivation of summer produce, viz., cotton and sesame.

There were also partial floods, especially in the plain east of Adana, and nearly all the fields of a low level are estimated to be partly destroyed.

The Mersina, Tarsus and Adana Railway Company.

The railway traffic shows a diminution of 2,949*l*. 16*s*. 4*d*. Goods traffic. comparatively to last year, which is not in proportion with the diminution of the export trade, because the railway had to carry during the first 5 months of the year goods in stock from the previous crops.

The goods carried from January 1, 1892, to December 31, 1892, amounted to 57,814 tons, with gross receipts amounting to 14,787*l.* as against 69,184 tons with 17,736*l.* 16*s.* 4*d.* in 1891.

Passenger
traffic.

The railway carried during the same period 90,743 passengers, with gross receipts amounting to 5,982*l.* 15*s.* as against 73,733 passengers with gross receipts 6,085*l.* 16*s.* 5*d.* in 1891. There is, therefore, an increase in the number of passengers of 17,010, and a diminution in the gross receipts of 103*l.* 1*s.* 5*d.*, this apparent anomaly is explained by the creation of a special (called the fourth) class, for the transport of workmen and peasants, at a reduced rate.

RETURN of Total Gross Receipts for the Year 1892 compared
with the Year 1891.

Year.						Gross Receipts.		
						£	s.	d.
1892..	..	..	..	..	..	20,769	15	0
1891..	..	..	..	..	..	23,822	12	9
Decrease in 1892						3,052	17	9

Consisting of—

Description.						Amount.		
						£	s.	d.
Goods traffic	..	..	..	..	..	2,949	16	4
Passengers	..	..	..	..	..	103	1	5
Total decrease in 1892						3,052	17	9

Extension.

Nothing has been heard about the intended extension, and it seems that the project of an extension has been abandoned.

Annex A.—RETURN of Principal Articles of Export from the
Vilayet of Adana during the Years 1892–91.

Articles	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
I. From the Port of Mersina—				
Wheat	38,000	217,000	62,000	393,000
Barley	5,500	22,500	31,500	165,400
Oats	5,000	20,000	5,600	22,500
Millet	500	2,500	1,900	9,500
Rye	1,600	8,000	2,300	13,800
Cotton	8,500	340,000	6,200	203,000
„ seed	11,400	37,000	5,250	14,700
Sesame	740	11,840	2,200	33,000
Wool	758	30,300	648	31,000
Raisins	31	180	450	3,500
Yellow berries ..	120	3,600	242	23,500
Gum tragacanth ..	163	29,340	214	25,800
Fruits	510	3,000	150	4,000
Skins	310	18,600	460	18,400
Silk cocoons	45	14,200	60	18,500
Beeswax	31	4,000	17	2,700
Cattle	..	3,000	..	11,500
Carpets and rugs ..	62	9,900	120	10,000
Opium	3	4,000	11	14,500
Tar	317	1,030	53	170
Wood and timber ..	..	8,000	..	1,000
Cotton yarn	440	35,000	350	25,500
Lead	686	6,860	200	2,600
Charcoal	692	1,000	1,000	1,400
Other articles	2,100	25,200	1,945	33,500
Total	76,408	856,050	122,870	1,082,470
II. From other ports—				
Wheat	13,000	108,000	33,000	240,000
Barley	3,900	15,600	35,000	175,000
Millet and oats ..	2,800	11,200	3,000	15,000
Sesame	..	..	500	7,000
Valonea	3,920	23,150	2,300	18,000
Raisins	200	1,200	500	3,000
Wood and timber ..	13,500	27,000	17,500	35,000
Other articles	5,000	20,000	10,000	40,000
Total	47,320	206,150	106,800	533,000
„ from the Vilayet	123,728	1,062,200	229,670	1,615,470

Annex B.—RETURN of Principal Articles of Import to Mersina during the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coffee	267	26,700	272	27,000
Sugar	2,800	56,000	1,260	25,000
Rice	1,100	11,000	820	11,500
Rough iron ..	1,500	19,500	800	6,900
Copper sheets and bottoms	120	7,200	215	22,000
Nails and iron tools ..	400	8,000	3,000	35,000
Machinery	400	8,000	455	8,000
Manchester goods ..	600	72,000	380	35,000
Jute sacks and sacking ..	1,100	22,000	2,360	55,000
Woollen stuffs	300	45,000	210	18,000
Leather	190	22,800	176	18,000
Petroleum	2,200	13,200	1,938	16,000
Spirits and wines ..	733	27,800	690	41,600
Soap	700	28,000	1,680	68,000
Olive oil	217	8,680	180	6,800
Tobacco	500	110,000	260	80,000
Provisions	387	31,000	15	1,600
Fruits	800	9,600	670	8,000
Drugs and chemicals ..	25	3,750	15	8,000
Spices	50	7,500	25	4,000
Glass and earthenware ..	357	10,700	1,500	8,500
Fancy goods	192	11,500	280	12,000
Coal	1,900	2,400	1,500	1,800
Sundry articles	1,214	28,750	794	16,900
Total	18,052	591,080	19,495	534,600

Annex C.—RETURN of all Shipping at the Port of Mersina during the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	92	54,792	92	54,792
Turkish	559	14,107	72	82,508	631	96,615
Greek	38	10,298	78	25,973	116	36,271
French	...	...	66	187,441	66	187,441
Egyptian	...	...	43	42,967	43	42,967
Austro-Hungarian ..	1	325	22	23,800	23	24,125
Italian	3	1,098	8	4,664	11	5,662
German	...	...	3	2,615	3	2,615
Swedish	...	...	8	4,280	8	4,280
Jerusalem	8	300	...	...	8	300
Spanish	...	...	2	1,508	2	1,508
Norwegian	...	...	2	795	2	795
Samos	2	217	...	...	2	217
Total	611	26,345	396	431,243	1,007	457,588
„ for the year preceding ..	526	30,787	342	275,333	868	306,120

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

No. 1224.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF THE DISTRICT OF THE CON-
SULATE-GENERAL AT CONSTANTINOPLE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1099.

*Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
30, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—111.]

Price Sixpence Halfpenny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1102. Jeddah	½d.	1163. Beira	5l.
1103. Chicago	3d.	1164. Galveston	1½d.
1104. Erzeroum	½d.	1165. Berlin	1d.
1105. Loanda	3d.	1166. Bordeaux	2½d.
1106. Macao	½d.	1167. Calais	2½d.
1107. Canton	1d.	1168. The Hague	2d.
1108. Paramaribo	1½d.	1169. Athens	12d.
1109. Tunis	1½d.	1170. Galatz	1½d.
1110. Sofia	3d.	1171. Guayaquil	1d.
1111. Brunei	1½d.	1172. Riga	2d.
1112. Athens	2½d.	1173. Trebizond	1d.
1113. Alexandria	2d.	1174. Havre	2½d.
1114. Vienna	1d.	1175. Saigon	½d.
1115. Stettin	2½d.	1176. Baltimore	1½d.
1116. Berne	1d.	1177. Brest	1d.
1117. Palermo	2½d.	1178. Buenos Ayres	½d.
1118. Tokio	1½d.	1179. Adrianople	½d.
1119. St. Petersburg	3d.	1180. Algiers	1½d.
1120. Teneriffe	1d.	1181. Boston	1d.
1121. Damascus	1d.	1182. Marseilles	1½d.
1122. Naples	2d.	1183. Warsaw	1d.
1123. Hakodate	1d.	1184. Piræus	1½d.
1124. Montevideo	2½d.	1185. Callao	1d.
1125. Stockholm	1½d.	1186. Jerusalem	½d.
1126. Dantzic	2d.	1187. Chefoo	1½d.
1127. The Hague	1½d.	1188. Munich	2d.
1128. Odessa	1d.	1189. Resht	1d.
1129. Berne	1½d.	1190. Batavia	1½d.
1130. Malaga	3d.	1191. Batoum	1½d.
1131. Rome	2½d.	1192. Tainan	1d.
1132. St. Jago de Cuba	4½d.	1193. Amoy	1d.
1133. Munich	1½d.	1194. Zanzibar	4d.
1134. Meshed	1d.	1195. Corunna	2d.
1135. Guayaquil	½d.	1196. Algiers	15½d.
1136. Rio de Janeiro	4½d.	1197. Pakhoi	1d.
1137. Tonga	1d.	1198. Nice	1½d.
1138. Copenhagen	1d.	1199. Kiungchow	1½d.
1139. Tangier	1½d.	1200. Aleppo	1d.
1140. Buenos Ayres	2½d.	1201. Stettin	4½d.
1141. Para	1d.	1202. Swatow	1d.
1142. Baghdad and Bussorah	1½d.	1203. Charleston	2½d.
1143. Christiania	5½d.	1204. Syra	1d.
1144. Old Calabar	2d.	1205. New Orleans	2½d.
1145. Trieste	1½d.	1206. Suakin	1½d.
1146. Quito	1d.	1207. Caracas	1d.
1147. Buenos Ayres	6d.	1208. Somali Coast	1d.
1148. Bogotá	1d.	1209. Nantes	1d.
1149. The Hague	2d.	1210. Tahiti	2d.
1150. Mexico	2½d.	1211. Ichang	3½d.
1151. Florence	2d.	1212. Wenchow	1d.
1152. Calais	1d.	1213. Havana	2d.
1153. Lorenzo Marques	1½d.	1214. Cagliari	1d.
1154. Patras	1d.	1215. Old Calabar	½d.
1155. Taganrog	1d.	1216. Foochow	1d.
1156. Stockholm	1d.	1217. Wuhu	1d.
1157. Washington	2d.	1218. Vera Cruz	1½d.
1158. Paris	1½d.	1219. San José	1d.
1159. Bengazi	1d.	1220. Antwerp	1d.
1160. Santos	2½d.	1221. Mogador	2½d.
1161. Buenos Ayres	1½d.	1222. Berlin	1½d.
1162. Nantes	1d.	1223. Rome	1d.

No. 1224.

Reference to previous Report, Annual Series No. 1099.

TURKEY.

CONSTANTINOPLE.

Acting Consul-General Wrench to the Earl of Rosebery.

My Lord,

Constantinople, April 24, 1893.

I HAVE the honour to enclose a Report, by Mr. Vice-Consul and Assistant Dragoman Waugh, on the Trade of Constantinople, as well as one from Mr. Vice-Consul Lamb on the Trade of Scutari, for the year 1892.

I have, &c.

(Signed) WILLIAM H. WRENCH.

Report on the Trade and Commerce of Constantinople for the Year 1892.

ABSTRACT of Contents.

	PAGE
Trade statistics	2
Balance of trade	3
Custom-house statistics for 1890	4
British imports to Constantinople	5
Estimate of tithes for 1892	5
New custom-house tariffs	6
Agricultural implements	6
Opening for trade in province of Angora	7
Exports—	
Mohair	7
Opium	7
Sheeps' wool	7
Valonce	7
Sheepskins	8
Carpets	8
Corn trade	8
Shipping	8
Quarantine	9
Shipping returns	10
Steam launches at Dardanelles	11
Seamen's hospital	11
Constantinople quays	11
Credit to native houses	12

(1503)

A 2

ABSTRACT OF CONTENTS—continued.

	PAGE.
British Chamber of Commerce.. .. .	12
Trade marks	12
Custom-house	12
Opium monopoly	13
Insurance.. .. .	13
New Ottoman Insurance Company	13
Industrial enterprises—	
Cotton mill	14
Paper mill	14
Railways in Turkey—	
Introduction	14
Anticipated results of railway extensions	14
Drawbacks to anticipated prosperity	15
Unsettled state of country	15
Trunk lines v. narrow gauge commercial lines	15
English share in railway development	16
German enterprise	16
European railways—	
Existing lines	16
Lines building—	
Salonica-Monastir	16
Dédéagatch-Salonica	17
Anatolian railways—	
Haidar Pasha-Ismidt-Angora	18
Smyrna-Aidin	19
Smyrna-Cassaba	20
Mudania-Brusa	21
Panderma-Konia	21
Mersina-Adana	21
Samsun-Sivas	22
Other schemes in Asia-Minor	22
Syrian railways—	
Jaffa-Jerusalem	22
Beyrout-Damascus	22
Damascus-Hauran	22
Caiffa-Damascus.. .. .	23
Damascus-Aleppo	23
Other schemes in Syria	23
Map of Asia-Minor railways.	
Map of European railways.	
Trade of Scutari	24

Trade
statistics.

In my last year's report (Foreign Office Series, No. 1,099) I gave the Turkish custom-house statistics for the exports and imports of the entire Empire for the year 1889. Since then the figures for 1890 have been published, and I give a summary of them. This shows an increase of 1,702,565*l.* in the imports of the country and a simultaneous decrease of 2,214,503*l.** in the exports.

The figures are so little up to date that it is not worth while criticising them in detail; but it may be interesting to run through the principal articles of export and see how each was affected.

The only articles of any importance in which a considerable increase is to be noticed are opium and dates, the former of which was exported to the value of 67,000*l.* odd in excess of the preceding year, and the latter 73,000*l.* in excess. Besides these, sheepskins, carpets, and raw silk show a slight increase. With these exceptions all the chief articles of export show a heavy falling-off—

* Vide note at foot of table, p. 4.

Articles.						Decrease.
						£
Figs ..	..	..	..	..	..	35,000
Grapes..	..	..	..	..	..	442,000
Valonea ..	..	..	..	..	..	136,000
Raw cotton ..	..	..	..	..	..	161,000
Mohair ..	..	..	..	..	..	285,000
Silk cocoons ..	..	..	..	..	..	143,000
Wheat..	..	..	..	..	..	76,000
Olive oil ..	..	..	..	..	..	232,000
Barley..	..	..	..	..	..	143,000
Nuts ..	..	..	..	..	..	139,000
Coffee ..	..	..	..	..	..	107,000
Wool ..	..	..	..	..	..	73,000

These articles—the produce on which Turkey relies for her purchasing power—are all dependent on fine weather and favourable conditions for their production; and the falling-off in 1890 is explained by drought, which damaged the crops. It may seem curious that the imports should increase in spite of this loss of purchasing power; but it probably takes some time for this loss to make itself felt, as long credit is generally given to importing houses, and an abundant harvest the following year would set things straight.

The discrepancy in the balance of trade between imports and exports, amounting in 1890 to over 9,000,000*l.*, has been explained in various ways. One point is that the tobacco exported from Turkey by the Turkish Régie is not included in the exports. This, in 1890, amounted to about 13,000,000 kilos., worth roughly on an average 10 *pias.* per kilo., or a total of some 1,170,000*l.*

The second point is that a certain amount of the imports, difficult to estimate, are goods in transit to Persia and Bulgaria, which cannot be properly included in Turkey's importations.

The third point, made by Mr. Caillard in his last year's report on the Administration of the Public Debt, is that a large quantity of gold is brought into the country by pilgrims and by tourists. Against this, however, must surely be set off the gold taken out of the country by the service of the Public Debt.

The fourth point is that the custom-house valuations, notably of exports, are not altogether reliable.

The value of the exports seems, on the whole, to be understated.

Some articles, as will be seen further on under the headings "Mohair" and "Opium," are overvalued; but others, such as wheat, barley, maize, rye, carpets, sheeps' wool, &c., are considerably undervalued, to the extent even of 30 per cent. and 50 per cent. The export of wheat for 1890 should be given as 1,744,900*l.*, instead of 1,163,267*l.*, and barley should be double the official estimate of 322,132*l.*, and so on.

The president of the British Chamber of Commerce in his report last year was inclined to think that the custom-house

estimation of the imports was exaggerated. It is, however, difficult to suppose that the custom-house could over-value any particular article of importation to any great extent, as the importing merchant has a fairly effective check in the option of paying in kind if the estimation is excessive, a privilege which is not extended to exports.

It is satisfactory to see that Great Britain's position was not seriously affected in 1890; her percentage of the total trade being, as compared with that of Austria and Germany together—

Year.	Exports.		Imports.	
	English.	German.	English.	German.
	Per cent.	Per cent.	Per cent.	Per cent.
1889	38·2	9·2	43·4	19·6
1890	37·5	9·0	43·3	20·4

Country.	Exports.		Imports.	
	1890.	Difference on previous Year.	1890.	Difference on previous Year.
	£	£	£	£
England	4,375,479	— 928,085	9,020,709	+ 706,946
Germany	106,001	+ 57,290	57,505	+ 33,424
Austria	944,953	— 286,248	4,187,905	+ 468,411
Italy	503,825	— 123,216	454,346	+ 68,546
Spain	4,009	— 8,256	..	..
Persia	15,110	+ 4,824	531,824	+ 49,999
Sweden	..	..	34,237	— 7,436
America	166,023	+ 22,969	67,901	+ 13,100
Belgium	11,350	— 3,848	455,520	+ 77,571
Bulgaria	670,659	+ 24,123	868,626	— 153,371
Tunis	729	— 1,980	36,163	+ 12,446
Denmark	1,093	— 641	48	— 221
Russia	266,621	— 28,050	1,548,217	— 27,436
Roumania	215,645	— 8,167	424,220	+ 65,574
Samos	8,413	+ 2,977	520	— 129
Servia	40,663	+ 8,548	81,903	+ 23,375
Holland	152,184	— 75,367	99,572	+ 14,580
France	3,392,807	— 488,566	2,576,008	+ 263,561
Montenegro	5,131	+ 106	4,840	— 2,700
Egypt	623,321	— 274,650	57,065	+ 39,822
Greece	465,507	— 17,358	324,106	+ 56,512
Total	11,669,524	— 2,214,503*	20,831,222	+ 1,702,565

* On subsequently verifying these figures, I find an error of 90,000*l.* odd in the total of the second column, which should give the difference as 2,123,595*l.*, instead of 2,214,503*l.* This error comes from the fact that the exports for 1889 were wrongly added up in the custom-house returns, and that the wrong total has been used in all subsequent calculations without the error being discovered. The total for 1889 should have been 13,793,118*l.*, instead of 13,884,027*l.*

No more recent statistics have yet been published.

Imports.

I have, however, been able to obtain the official total of British imports into Constantinople for 1891 (that is from March 1, 1891, to February 29, 1892, according to the Turkish financial year). — British imports to Constantinople.

The total, which is calculated from the custom-house receipts—supposed to be an ad valorem duty of 8 per cent. on imports—amounts for British goods, or rather goods imported from British ports, to the value of 2,381,500*l.*, the principal articles being the following:—

Articles.	Value.
	£
Rice	108,291
American cloth	308,273
Iron, in bundles	47,775
„ vessels	18,194
Cloth	45,144
Chintz	427,887
Hardware	8,188
Tulle	134,877
Cotton yarn	131,140
„ thread.. ..	59,060
Cashmere	67,470
Coffee	76,540
Coal	79,114
Cotton goods ("madapolam")	132,690
Woollen goods	95,800

Not being able to obtain any sufficient trade statistics to work upon, the only means to form some idea of the prosperity of the country during the past year seems to be an examination into the produce of the country. Estimate of tithes for 1892.

As far as I can gather from conflicting reports from different parts of the country the harvest appears to have been an average one.

The revenues directly administered by the Public Debt Council for the benefit of the bondholders, viz., those derived from salt, spirits, fisheries, stamps and silk, increased in 1892 by about 65,000*l.*

It is very difficult to obtain any figures from the Ministry of Finance, and I have not been able to get a complete table of the revenue derived from the tithes of all the different provinces, which would give a fair idea of the comparative value of the crops.

The Public Debt Administration is charged with the collection of the tithes of several of the most fertile districts, assigned as guarantees for various loans and railway concessions. The total amount of revenues, other than those ceded to the bondholders, thus confided to the Administration is about 850,000*l.* The results obtained by the Administration are partially shown in the

following table, which gives the total amounts of a few of the different tithes for last year, 1892, in piastres,* together with the comparative value for the preceding years :—

District.	Total Collected in 1892.	Percentage of Increase or Decrease as compared with—		
		1889.	1890.	1891.
	Piastres.			
A.				
Angora	4,948,470	+ 54·3	..	+ 38·0
Kutahia and Erto- ghrul (Brusa) ..	11,471,869	+ 30·5	..	+ 5·9
Ismidt	3,923,136	+ 55·9	..	— 12·3
B.				
Panderma	7,313,031	..	— 2·0	— 1·6
Mitilene	1,195,770	..	— 1·6	— 10·9
Brusa and Karahissar (Province of Brusa)..	10,255,263	..	+ 48·9	+ 9·4
Kirshehr, Kaisar, and Yuzgat (Province of Angora)	6,967,175	..	+ 53·7	+ 11·1
C.				
Trebizond, Aidin, Salo- nica, Adrianople, and Jerusalem	12,107,321	..	— 1·6	— 0·03

A. Assigned to partly cover guarantee on Anatolian Railway.

B. Affected to service of 4 per cent. Ottoman Consolidation Loan.

C. Affected to repayment of former advances made by Imperial Ottoman Bank.

New tariff.

It is some years now since new tariffs were elaborated, by which the present *ad valorem* duty of 8 per cent. on imports will be replaced by specific duties calculated to be equivalent to an *ad valorem* duty of 13·1 per cent. on the average on the total value of imports at present prices, while the internal duties and the transit and export duties will be abolished.

There is, however, no sign of the new tariffs being put in force for many a day. Bonded warehouses have to be built at the large ports, and many points still remain to be settled in the new commercial treaties between Turkey and the various Powers to which the new tariff will be annexed.

Agricultural
implements.

Our Vice-Consul at Angora reports that since the opening of the railway trade has shown a marked increase. Prices in bread-stuffs have maintained their level in spite of an abundant harvest. He draws particular attention to the opening there is in the

* 110 piastres = 1*l.* sterling.

country for the sale of light and suitable agricultural machines, which at present are not used at all. It would be necessary for capable men to visit the district and start the trade and instruct the peasants in the use of the machines. Opening for trade in province of Angora.

The prospects of the harvest for this year are so far very good. The Vice-Consul also regrets the absence of British commercial representatives in the country, and remarks that British goods suffer in consequence compared with French and German. The trade of the province for 1892 shows an increase on that of the previous year.

Export Trade.

I gave last year the mohair shipments from Constantinople to Mohair. Liverpool for the last 10 years, which showed a considerable fluctuation.

Last year, from January 1, 1892, to January 1, 1893, 47,321 bales in all were shipped from Turkey, or 3,549,075 kilos., as against 3,081,699 kilos. in 1891.

Prices rose from 12½ pias. the oke at the beginning of the year to 16 pias. at the end, owing to the increasing demand at home. Stocks are now greatly reduced. It may be noticed that for this and other articles of export the custom-house duty of 1 per cent.—on the revenue derived from which the custom-house statistics are based—is calculated at a fixed rate, this for mohair being 20½ pias. the oke; and export merchants have not the option of paying in kind, and thus keeping the custom-house valuation down to market prices, as import merchants can.

Mohair is always quoted by the oke in the country, a Turkish measure equal to about 2¾ lbs. The prices given above would be equivalent to 10¾d. per lb. at the beginning of the year, rising to 14d. per lb. at the end, selling prices (Bradford), on the usual sale terms.

The crop in 1892 consists of 7,200 cases, slightly inferior in Opium. quantity to that of 1891. About 2,000 cases (of 145 lbs.) were exported from Constantinople. The average price last year was 70 pias. the kilo., or about 6s. per lb.

The fixed rate at which the export duty is charged is 165 pias. per kilo.

The scandal raised lately in connection with the local trade in this article is referred to in another place in this report, under the heading, "Custom-house."

The total export from Turkey in 1890, according to custom-house returns, was 15,081,066 kilos., equal to 48,472,528 pias. Sheeps' wool.

The export from Constantinople alone in 1891 is given at 1,879,486 kilos.

The Government uses large quantities of wool in its factories, but does not buy every year, so the quantity available for export varies greatly.

The total export from Turkey in 1890 was 39,882,710 kilos., Valonea. valued by the custom-house at 36,197,735 pias.

Sheepskins. The total export in 1890 was 8,828,278 skins, valued at 41,620,376 piastres.

Carpets. Exported in 1890 from the whole of Turkey to the value of 22,343,402 piastres.

The values given above are those at which the custom-house estimate the goods for the purpose of collecting the 1 per cent. export duty, and cannot be accepted as accurate.

The piastre may be taken at the rate of 110 piastres to the 1*l*.

Corn trade. An interesting point in the corn trade of Turkey is that, while in 1890 1,744,900*l*. worth of wheat and 644,000*l*. worth of barley were exported, half that quantity of wheat and about two-fifths the quantity of barley were also imported from abroad.

The Turkish Chamber of Commerce newspaper recently calculated that some 200,000,000 okes of bread (1 oke equals 2½ lbs.) are consumed annually in Constantinople, and that most of the wheat and flour used in its production is foreign.

Probably the internal duty of 8 per cent. on goods transported from one province of the Empire to another has to answer for the this anomaly in a grain-producing country like Turkey.

This duty, which was previously abolished for grain transported by land, has just been abolished by Imperial Iradé on corn transported by sea, and it will be interesting to observe how this measure of relief affects the trade.

Shipping. The accompanying table, prepared from the statistics of the Lighthouse Administration, shows the movement of shipping in the port of Constantinople during the past year.

The total tonnage of 8,479,050 compares unfavourably with the returns for the last two years. The falling-off may be attributed to the fatal prohibition of the export of grain from Russia during the famine in 1891, the result of which was already apparent in 1891, when the tonnage fell off from 10,500,000 in 1890 to 9,865,284. In consequence of the stoppage of the supply from South Russia, the channel of trade was diverted to America, and it seems now very doubtful whether the stream can ever be turned back into its old course. The accounts from Odessa are very gloomy of large stocks held in the hope of a rise in prices, and eventually sold at a loss. In 1890 Great Britain imported 19,000,000 cwts. of wheat from Russia and 16,000,000 cwts. from the United States (Atlantic and Pacific); the figures for the last two years speak for themselves:—

Year.	Quantity.	
	From Russia.	From United States.
	Million cwts.	Million cwts.
1891	14	23
1892	4	33

The decrease in the amount of shipping at this port being thus fully explained by the falling-off of the Russian grain trade, it is unnecessary to inquire why it is British shipping which has suffered, seeing that it is the Black Sea grain trade which keeps the bulk of our shipping in these waters employed.

In fact, on examining the figures for the last three years it will be found that the falling-off in British shipping almost exactly corresponds with the total decrease, as the following table shows :—

Year.	Total Tonnage.	Number of British Steamers.	Proportion per cent.
1890	10,494,949	6,348,707	60·49
1891	9,865,284	5,620,552	56·97
1892	8,479,050	4,340,270	51·19

The balance of the shipping is divided between the large Mediterranean mail steamship companies (such as the Messageries Maritimes and Fraissinet Companies of Marseilles, the Austrian-Lloyd of Trieste, the Egyptian Khedivial Company, the Russian Company of Odessa, the Florio Rubattino, and the new Greek Panhellenic Company), which all run regular boats, the local Greek and Turkish craft, and the miscellaneous vessels under other flags.

In consequence of the cholera scare last year this port was from August on protected by severe quarantine measures. These, however, have no apparent effect in keeping away British shipping, which, on the contrary, from having been at an abnormally low ebb during the earlier months of the year, almost recovered its usual flow during August, October, and November.

TURKEY.

RETURN of all Shipping Entered and Cleared at the Port of Constantinople in the Year 1892.

Nationality.	Arrived from and Cleared for Black Sea.		Arrived from and Cleared for Mediterranean.		Arrived from Black Sea and Cleared for Mediterranean.		Total.		Proportion of Tonnage per Cent.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British—									
Sail	...	...	17	292	2	898	21	2,088	0.02
Steam	...	4,505	90	117,865	1,704	2,110,113	2,502	4,340,270	51.19
Ottoman—									
Sail	1,803	159,099	486	22,670	288	45,316	2,867	277,126	3.27
Steam	101	28,366	14	15,542	19	16,771	164	80,566	0.95
Other flags	...	...	...	...	...	...	...	...	...
Sail	59	18,096	227	18,103	541	169,493	1,430	395,195	4.66
Steam	27	6,445	122	48,804	659	716,679	1,476	1,494,765	17.63
Turkish and foreign steamship	...	...	...	...	...	...	...	...	...
mail companies	333	279,225	429	385,584	415	510,185	1,601	1,665,937	19.65
Consular trade—									
British vessels	...	...	...	...	...	...	3,691	187,672	2.21
Other flags	...	...	...	...	...	...	122	7,220	0.09
Total	...	...	...	...	...	...	399	28,252	0.33
							15,273	8,479,050	100.00

The quarantine measures which most affected British shipping last summer were those relating to arrivals from the Black Sea, whither the bulk of our shipping repairs to obtain return cargoes of grain or petroleum. These boats were allowed to take sanitary officers on board at the entrance of the Bosphorus and proceed right through to the Dardanelles in quarantine. One reform much clamoured for at the commencement was the establishment of a hospital, either on shore or on a hulk, for sailors who might be seized with cholera on board their ships. The Turks, however, refused to allow it, and the plan was dropped. There were not many cases of cholera occurring on board, so far as is known.

Another reform which the shipping agents here have long demanded from the Sanitary Board, viz., that steam launches should be provided at the Dardanelles for the purpose of inspecting the ship's papers, and thus avoiding the risks and loss of life consequent on lowering a boat in the dangerous currents there, is now being pressed by H.M.'s Embassy.

Shipowners in England may be glad to hear, too, that it has been decided to devote the surplus funds accruing to the British seamen's hospital here to purchasing a new site and building a new hospital more worthy of the nation.

The question of the Constantinople Quay Company's concession, to which I referred last year, is rapidly becoming one within the sphere of practical politics. Already the company in its work of construction has come into collision with various coal merchants, chiefly English, whose stores on the water are being blocked out by the company's building operations. So far the difficulties have been got over as they arose, but it is quite clear that if the quays are to be built the coal stores will either have to go elsewhere or the occupiers will have to make arrangements with the quay company.

The work undertaken by the company is so difficult and implies such an enormous expenditure of capital, both for the actual construction of the quays and for the expropriation of the landowners along the shore, that hitherto the enterprise has not been taken seriously; and the British coaling agents and others interested, when interfered with by the company's lighters and tugs, have been content to obtain temporary relief without taking any measures to ascertain how their position may ultimately be affected by the rights and privileges which the company enjoys by the terms of its concession. The company must, however, already have spent considerable sums. It has two quarries working employing 140 men each, with railway, powerful cranes, iron lighters and other appliances, and is preparing concrete blocks to be used as soon as the foundations are raised to within 7 metres of the surface. At present some 250 cubic metres of earth and stone are emptied daily into the sea, and it is expected that shortly, when more lighters are available, more rapid progress will be made. This looks like business; though, so far as I know, the company has not as yet made any advance in acquiring property along the shore, for which purpose the concession puts at its disposal, in case

of need, the Turkish expropriation law; nor is it at all clear where the requisite capital is coming from.

Besides the convenience of foreign coal merchants, there is the larger question of how far the company will be able to force the use of its quays upon shipping, and whether it is to be allowed to charge exorbitant dues.

Credits to
natives.

I have nothing to add to any remarks last year on the necessity of care and the advantage of having reliable agents in dealing with native import houses. This point is being constantly insisted on. The "Board of Trade Journal" for November last year, page 522, published an extract from a report by the Belgian Consul-General at Salonica on the subject, showing the ease with which fraudulent bankruptcies and bogus companies are worked in this country; and the various Chambers of Commerce established here are always repeating the same warnings.

British
Chamber of
Commerce.

Here I should like to call attention to the useful work done by the British Chamber of Commerce in this town. The Chamber, unlike its foreign colleagues here, enjoys no Government subvention, and is not accorded as much support as it would seem to deserve by firms at home. The terms of membership are very easy, 10s. entrance fee and 10s. annual subscription, for which, I believe, subscribers may rely on getting trustworthy information as to credit, solvency, &c., when required. It is true that the Chamber does not publish the exhaustive annual and monthly reports which form a feature of the French Chamber of Commerce's work, but I am told that reports on subjects on which information is specially requested are frequently drawn up and sent home to the applicants.

Trade marks.

I would again impress on merchants my last year's warning against selecting for goods intended for the Turkish market trade-marks which can possibly offend Mussulman susceptibilities, or be suspected of any political significance. Difficulties frequently arise at the custom-house from a neglect of this advice, and in such cases it is most difficult to overcome official scruples.

Custom-
house.

The custom-house is the Turkish department which, perhaps, causes the foreign merchant the greatest amount of difficulty. A council of so-called experts has been formed, whose functions are to analyse various importations, and report on them before they are allowed to enter the country. Patent medicines are now prohibited, except on the condition that the secret of their composition is disclosed. English malt vinegar was last year stopped for some months by this medical council on the pretext that it was injurious to public health. After long negotiations this prohibition was removed. Oils are constantly being stopped on the ground that they contain cotton seed oil, which is dangerous if used as food.

Last autumn a quantity of opium bought in the interior for exportation by an English firm under contract with the Dutch Government was stopped at the custom-house here and declared to be adulterated. The case got into the local papers, and articles headed "Falsification of Opium" appeared in other journals, notably the "Chemist and Druggist." The firm in question had

samples of the opium sealed by the custom-house people in the presence of a Consular officer, and subsequently analysed by the Imperial Medical School here, the highest authority in Turkey, which reported it as opium of the very finest quality.

Some native traders have been trying to obtain from the Sultan ^{Opium} a monopoly of the opium trade. Monopolies being contrary to the ^{monopoly.} provisions of all the commercial treaties with Turkey, which specify tobacco, salt, and gunpowder as the only articles excepted, this scheme was opposed by the Embassies, and seems for the present to have fallen through.

There are a number of English companies which have agencies ^{Insurance.} established in Turkey. Premiums are high to cover the risk of the wooden houses in which the vast bulk of the Turkish population live, and which are scattered about even in the European quarter.

The statistics for last year give the number of buildings destroyed by fire as 311, for which the sum of 19,900*l.* was paid by the various companies. This, however, cannot be taken as an average, as the city escaped last year without one of the periodical conflagrations in which whole quarters are burnt. One of these occurred this year one night in February in the suburb of Kadikeni, across the Bosphorus, when damage was done to the estimated amount of 200,000*l.*, only 42,400*l.* of which was covered by insurance.

Arson is common, and hence it is essential for a company doing business here to secure a competent agent. He must be well acquainted with the country, and at the same time have tact enough to avoid gaining for his principals the reputation of a "fighting company," and above all he must maintain confidence in the bona fides of the company, and not resort to doubtful legal quibbles to resist claims; for, if the conflict of laws prevalent in this country under the capitulations opens the door to the perpetration of swindles on the part of the insured, it also can be, and has been, turned to account by the insurance agent.

This was done a year or two ago, when an agent of a certain English insurance company took exception to the jurisdiction of the local court here on the plea that his company was domiciled in England and could only be sued there. This conduct had such an effect on the public confidence that the other companies published notices in the local papers disclaiming it, and formally stating that they accepted the jurisdiction of the local courts. There is a talk of bringing foreign insurance companies under Government control, but nothing has yet been done or attempted.

A Turkish insurance company was started in February this ^{New Ottoman} year under the title of "La Société Générale d'Assurances ^{insurance} ^{company.} Ottomane."

The capital is nominally 400,000*l.*, divided into 40,000 10*l.* shares; only half is to be paid on allotment, and the shares are then issued to bearer. The capital seems very small for an insurance business in this city, where the risks are so enormous, and where the big European companies only contrive to pay their

way by dividing their risks most carefully among the different quarters. The new company intends doing business in fire and life insurance, as well as in insuring against risks of transport by land and water.

The shares were issued by the Imperial Ottoman Bank. The subscriptions from the capital and the provinces were said to cover the issue three and a half times over. The shares were issued by preference to the smaller applicants; they were at a premium of 6s. or 7s. per share immediately after the issue, but have since dropped to par.

One curious clause in the statutes provides that the company is to exist for 30 years "*sauf dissolution anticipée ou prorogation*" (unless it is previously wound up, or its existence prolonged); a limit of time which, in the case of a life insurance company, seems inconsistent.

Industrial enterprises.
Cotton mill.

No new enterprises in which British capital is involved have been started in Constantinople since last year. Of those described in my last report, the Yedikouleh Cotton Spinning Factory is, I am told, to pay 6 per cent. dividend on its first year, which is regarded as satisfactory.

Paper mill.

The paper mill at Beicos has commenced operations, and according to all accounts is working under very favourable conditions. The difficulty seems to be to obtain the necessary working capital for the start.

The "Ottoman Paper Manufacturing Company," details of which I gave last year, has had a troubled infancy. Starting with a subscribed capital of 306,000*l.*, it has never been able to get its shareholders to pay up their calls, and has finally been reduced to raise 45,000*l.* on debentures, 30,000*l.* of which has gone to pay contractors' expenses, while 15,000*l.* is set aside for working expenses.

It is probable that steps will be taken to reconstitute the company with a reduced capital.

Railways in Turkey.
Introduction.

A brief review of the existing railway system of the Empire, and of the most practical of the many extension schemes which have been advanced, may not be out of place in a commercial report.

It is towards Turkey in Asia more especially that railway promoters have devoted their attention. After the two Smyrna lines were built, the first of them about 1866, there was for many years a pause, until the Haidar Pasha-Ismidt line and the Mersina-Adana line followed, both short lines, and built, like the two Smyrna lines, by English enterprise.

Then English capital seemed unwilling to risk itself further on Turkish soil, and progress ceased, until within the last few years the Germans came forward, followed by the French.

Anticipated results of railway extensions.

Optimistic predictions of the prosperity to be brought to the country by these new lines are heard on all sides. The Government counts on an increase of 150 per cent. in the revenue derived from the tithes of the crops in the districts through which the new German line is to pass. Another less interested estimate gives the probable increase at 100 per cent. The price of cereals in the districts traversed, and even approached, by the new line has risen

enormously, it now being possible to convey the produce to a market, whereas before it rotted if not consumed on the spot. The following table shows the difference in the price of cereals in the districts named, the increase being inversely proportionate to the distance from the capital :—

Towns.	1887.		1891.		1893.	
	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.
Eski Shehr ...	8	to 10	10	to 12	17	to 18
Angora ...	6	" 7	8	" 9	13½	" 15
Konia ...	4½	" 5	...	...	...	" 7½

On the other hand it must be remembered that Turkey is not a new country only requiring opening up to attract energetic settlers and a fresh population. There are many causes which militate against the development of the undoubtedly large natural resources of the country.

Drawbacks to anticipated prosperity.

Several attempts have been made by Europeans to cultivate estates in Turkey in recent years. Land is cheap and fertile, labour is cheap, but the insecurity of the country prevents such attempts from succeeding. Even within 20 miles of the capital landowners are exposed to the depredations of the villagers of various nationalities, who quietly squat on their land and refuse to move. If such is the state of things close to the capital, and in the case of Europeans, who have their Embassies close at hand to support them, the peaceful and industrious villager in the interior stands very little chance.

Unsettled state of country.

This is one great obstacle to the realisation of Utopian dreams for Turkey's regeneration by means of railways.

Another point is that it is a great question whether the trunk lines, for which the Government gives concessions by preference, are what is required in Asia Minor.

Trunk lines versus narrow gauge commercial lines.

The Government's great idea is to have a military system, connecting all the important centres with the capital. For this it is ready to pay large sums as kilometric guarantees to the different companies, hoping to recoup itself by the expected rise in the value of the tithes.

From a commercial point of view, a number of short narrow gauge lines, connecting the great central grain producing plateau of Asia Minor with seaports, such as Adalia, Mersina, Samsun, &c., and running up the rich valleys, would cost less, and probably earn more.

The country is very rough and hilly ; with narrow gauge lines sharper curves and lighter construction are possible. The Government, however, has an idea that the narrow gauge is not so useful for military purposes, so all the concessions granted, except the Mundania-Brusa, the Jaffa-Jerusalem, and the Beyrout-Damascus lines, are for ordinary gauge lines. This means a heavy expense to the Government in kilometric guarantees, as will appear throughout this report.

English share
in railway
development.

It will at once be noticed what a small hold English enterprise retains on railways in Turkey. Certain concessions which have been obtained by Englishmen have hung fire for want of the necessary capital; and the representative of the British bondholders in Turkey, in his quinquennial report on the results obtained by the Administration of the Public Debt (published a year ago), appeals to English capitalists to turn their eyes from far-off South American Republics to Asia Minor. This does not look as if English capital were as eager to invest itself in Turkey as some people would have us believe.

German
enterprise.

The Germans certainly seem to think it worth their while to obtain and work concessions in Turkey. It is possible to obtain reliable securities nowadays, and the impulse given to national trade by the demand for railway material and plant, and by the spread of national influence in the interior of a country like Asia Minor, must count for something.

I am assured that the German company is supported by its Government at home in its applications for concessions—as it is strongly supported—on the condition that it is to employ German material throughout the construction of the line.

I explained in my report last year the advantages offered to German import trade by the system of through rates from interior towns in Germany to inland towns in Turkey, arranged by collaboration between the German railway companies at home and in Turkey and the Deutsche-Levante Linie Shipping Company.

European Railways.

Existing lines.

In European Turkey, where less eagerness is shown for concessions than in Anatolia, we have—

a. The line from Constantinople to Mustafa Pasha, on the Bulgarian frontier. This line is 222 miles in length, and connects the capital with Western Europe. There is a branch from Adrianople to Dédéagatch.

b. The line from Salonica to Mitrowitza, on the frontier of Herzegovina. This is 227 miles long, and has a branch 53 miles long from Uskup to Vranja, across the Servian frontier; it forms the connecting link between Salonica and Europe.

These lines are worked by the Oriental Railways Company, which is entirely in German hands.

Lines Building.

Salonica-
Monastir.

A line is now being constructed from Salonica to Monastir, 136 miles, the concession for which was given in October, 1890, to Mr. A. Kaula, director of the Wurtemberg "Vereins Bank" at Stuttgart, representing the "Deutsche Bank" of Berlin.

The scheme was not, it is said, warmly received in Berlin; but a Turkish company was formed under the title of "La Société du

Chemin de fer Ottoman Salonique-Monastir,' with a capital of 20,000,000 fr. in 40,000 shares.

The "Deutsche Bank" is said to have found some difficulty in disposing of these shares. A statement appeared in the papers recently to the effect that 64,000 debentures, to the amount of 32,000,000 fr., on this line were offered for subscription in Berlin on March 4, and that the money was subscribed three times over.

The concession is for 99 years, and is drawn up in the form and contains the conditions common in most railway concessions granted by the Turkish Government.

The principal conditions are the following:—The Government has the right to buy the Company out at any time after the expiry of the first 30 years of the concession for an annual payment equal to 50 per cent. of the average gross receipts of the line during the preceding 5 years, such payment not to be less than 10,000 fr. per kilom. At the expiry of the concession the line reverts to the Government with all material, plant, &c.

The Government guarantees a gross annual revenue of 14,300 fr. per kilom. of line built and worked, secured on the tithes of the districts of Salonica and Monastir, which are to be handed over to the Public Debt Administration for this purpose.

All material imported for the construction of the line is exempt from duty, as well as coal imported for use on the line, so long as the receipts are below the sum guaranteed. The line is to be a single line, but the Government has the right to demand the construction of a double line, if once the gross receipts reach the figure of 30,000 fr. per kilom. The concessionnaire further undertakes to survey two alternative extensions to the Adriatic, viz., to Durazzo and Avlona respectively, and to construct whichever of the two lines the Government may select. If the cost of such construction exceeds 150,000 fr. per kilom., the Government is to increase the kilometric guarantee of 14,300 fr. in proportion; 90 kiloms. of the line are now open, the remainder will, it is expected, be completed in a year or so.

The surveys stipulated have been made, and are identical as far as Elbasan. The extension to the Adriatic is desired by the Government for strategic purposes, but from a commercial point of view does not seem a good speculation. It would run through a poor, mountainous, and turbulent part of Albania, would cross three main ranges, require much tunnelling, and would, it is estimated, cost 300,000 fr. per kilom. The kilometric guarantee would therefore amount, according to the conditions of the concession, to nearly 30,000 fr., far more than the probable traffic receipts and the tithes of the country traversed taken together. Consequently there seems no prospect of the extension being constructed at present.

A concession for a fourth line in European Turkey was obtained in May last by Mr. René Baudouy, a French subject, acting for a group of French capitalists, supported later by the Imperial Ottoman Bank.

(1503)

This line is to connect the two ports of Dédéagatch and Salonica, a distance of 286 miles.

Work has just been begun, and the line is to be finished by January, 1896.

The line is chiefly of strategic importance. The kilometric guarantee is 15,500 fr., secured on the tithes of the districts traversed, except Salonica, which has a prior charge upon it in the guarantee on the Monastir line.

A Turkish company is to be formed to work the concession, and it is said that the Ottoman Bank is taking steps at this moment, in Paris and London, with a view to floating the company, which will be called "The Constantinople and Salonica Junction Railway Company."

The Company will have the option of constructing branches to Cavalla, Orfani, and Port Lagos (see map annexed).

Other lines have been proposed from Scutari to Prisrend, and from a point on the Salonica-Monastir line, south to Elassona and Grebena; but nothing definite is arranged.

Anatolian Railways.

Haidar Pasha-
Ismidt-
Angora.

In Asia Minor the existing lines, with their proposed extensions are as follows:—

Haidar Pasha (a suburb of Constantinople on the Asiatic side of the Bosphorus) to Ismidt and Angora, 370 miles, in German hands.

This line was built as far as Ismidt, and worked for some years by an English company. The Turkish Government then, for reasons into which it is unnecessary to enter, took the line away from the English and gave it to Mr. Kaulla, representing the "Deutsche Bank," of Berlin.

A company, under the title of "La Société du chemin de fer Ottoman d'Anatolie" was formed to work the line, and has since extended it to Angora. This company is entirely under German management.

In 1891, after the first stretch of the Angora extension was opened, and 145 miles of line in all were being worked from Constantinople, the mean gross receipts per mile were 645*l.*, and the working expenses 46 per cent., leaving net receipts, for the first year, about 349*l.* per mile.

Mr. Kaulla, for this company, obtained quite recently a further Iradé, giving the right to extend the line from Eski Shehr to Konia, 450 kiloms., and from Angora to Kaisarieh, 415 kiloms.

The concession is for 99 years, the lines have to be completed in 8 years.

The money required for the construction of the new extensions is to be raised on bonds secured, firstly, on the net revenues of the new lines, and, secondly, on the net revenue of the existing line, after the service of the bonds—amounting to 80,000,000 fr.—already issued on that security.

The Government guarantee a gross annual receipt for the

Angora-Kaisarieh section of 17,650 fr. per kilom. of line built and worked, and for the Eski Shehr-Konia section of 13,750 fr. to be secured on the tithes of certain districts to be agreed upon. The Public Debt Administration has agreed to collect the tithes assigned, as it has those assigned to the two Salonica lines mentioned above.

The Company further undertakes to construct, when called upon by the Government, a line from Kaisarieh to Sivas, Diarbekir, and Baghdad; the conditions and guarantees to be arranged by subsequent agreement; and, further, to carry out within 6 months of being called upon to do so, a survey for a line from Ada Bazar to Erekli, on the Black Sea.

The other clauses of the concession are identical with those of the Salonica-Monastir line, including the right reserved by the Government to buy up all the lines worked by the Company at any time after 30 years.

The preliminary survey of the line from Angora to Sivas has been made, and engineers are to make a study of the Baghdad-Mosul section. The Sivas-Diarbekir section is, however, extremely mountainous and difficult.

The section of the line recently opened between Ismidt and Angora—a stretch of 450 kiloms.—is being worked at present under the following conditions:—

The Government guarantees a gross annual revenue of 15,000 fr. per kilom. The traffic at present (March, 1893) amounts to 7,092 fr. per kilom., leaving 7,908 fr. per kilom., to be paid by the Government. The working expenses are 4,081 fr., leaving a net profit of 10,919 fr. per kilom., out of which 8,888 fr. are required for the service of the "obligations."

The total yearly revenue guaranteed by the Government, as shown above, for the two extensions, Eski Shehr-Konia and Angora-Kaisarieh, amounts altogether to 13,492,250 fr., of which it is calculated that the lines will earn about half, leaving the remaining half, about 6,500,000 fr. to be paid by the Government.

Of course as the extensions are built and worked the receipts of the original line to Angora will increase by the extra traffic passing over it, and the Government guarantee on that portion of the line be lightened "pro tanto."

The inherent vice in this system of Government guarantee is, however, that there is no direct encouragement to the company to increase its receipts, not to speak of the complications which can be raised by either side by disputing accounts on an emergency.

The English company working the Smyrna-Aidin line was very ^{Smyrna-}anxious to obtain the concession for the extension of their line to Aidin. Konia, and there was a keen struggle for the prize.

The line connecting Konia with the capital was preferred, although the Smyrna company offered to build the line for nothing, as against the heavy kilometric guarantee obtained by the Germans.

The Smyrna company now hopes to extend its line from the terminus at Diner and to effect a junction with the German line (1503)

in which case they may divert a portion of the traffic to Smyrna. Their chance of obtaining this extension seems doubtful; and the value of it would in any case be much diminished by the competition of the other Smyrna railway, which is to connect with the German line at Afion Karahissar, and which, being a more direct line to Smyrna, would have the advantage.

The Smyrna-Aidin line has been skilfully taken through the best country, and has several branches tapping fertile valleys on either side. It has at present 324 miles open to traffic.

Its receipts for the first half of 1891 were only 106,330*l.*, a decrease of 30,460*l.* on the corresponding period of 1890, due to famine in the Province of Aidin. In the second half of 1891 the good harvest produced gross receipts of 223,171*l.* This is equivalent to 688*l.* per mile for the second half-year, or at the rate of 21,500 fr. per kilom. for the whole year. The working expenses were 42 per cent., leaving a net revenue of 12,470 fr. per kilom., nearly equal to the kilometric guarantee on the Angora line.

Smyrna-
Cassaba.

The other Smyrna line, called generally the Smyrna-Cassaba, was built in 1866 by an English company, with an original capital of 800,000*l.*, increased since to 1,530,000*l.*, as part of an extensive concession granted for a line from Smyrna to, I believe, Samsun. Later on, the company induced the Government to build an extension to Ala Shehr, and to hand it over to them to work for 16 years from 1875, on the condition that, at the end of that period, the whole line should revert to the Government.

When the period expired the company brought claims against the Government for about 2,000,000*l.*, and pending settlement have retained possession of the line.

About 1890 they built a branch to Soma, which does not seem to have been a success. Their published receipts vary in the most eccentric manner from 1875 up to last year. I give some of the figures from the report published last year, but confess I can make nothing of them.

COMPARATIVE Table showing the Receipts of the Smyrna-Cassaba line before and after the opening of the Soma Branch.

	Gross Receipts.	Expenses.	Net Revenue per Mile.
	£	£	£
For the last half year of 1875 (directly after the extension to Ala Shehr was taken over)	58,294	29,645	265
1st half year of 1891	92,227	31,783	47
2nd half year of 1891, after opening of Soma branch ..	121,987	43,510	315
1st half year of 1892	95,078	31,133	144

The line now has 165 miles open from Smyrna to Ala Shehr, including the branch to Soma.

A concession has now been given to Mr. Nagelmackers, a Belgian, by which he is to buy out the English company for 36,000,000 fr., and take over the line and extend it to Afion Karahissar (247 kiloms.), where it will join the German line.

The kilometric guarantee for this extension is 18,900 fr., a very large one. - The annual gross revenue thus guaranteed by the Government to the Ala Shehr-Karahissar section amounts to 4,800,000 fr., of which it is estimated that about half will probably have to be paid.

Mr. Nagelmackers also holds—

(a) The concession for the Mudania-Brusa line, which was opened for traffic last year. This is a 1-metre narrow gauge line, 26 miles long, connecting Brusa with the coast. It has sharp curves and some steep gradients.

(b) A concession granted in February, 1891, for an ordinary gauge line from Panderma, on the sea of Marmora, by Balikessr, Ushak, and Afion Karahissar, to Konia.

The German extension to Konia renders the main object of this line useless, and indeed the concession has been allowed to expire and the caution money forfeited. A junction, however, of the existing Soma branch of the Smyrna-Cassaba line with Balikessr and Panderma would seem to be a natural development.

Besides the Smyrna-Aidin Railway, the only line in Turkey remaining in English hands, is the Mersina-Tarsus-Adana line, 40 miles long. This is worked by a Turkish company, the control of which is practically in English hands. The capital is 150,000*l.*, besides which the same amount of debentures have been issued. The receipts of the line have been so poor—there is no kilometric guarantee—that even the interest on the debentures has fallen into arrears, while the shareholders have never received a dividend.

The receipts latterly have increased; in 1891 the gross receipts were 23,800*l.*, while last year they were 22,300*l.* gross and 13,000*l.* net. It was accordingly decided in January at a meeting of shareholders held in Constantinople to issue fresh debentures, to rank “*pari passu*” with those already issued, against the unpaid coupons upon the mortgage bonds of the company, which amount to about 40,000*l.*; such new bonds, however, only to bear 3 per cent. interest for the first five years, after which period they will bear 6 per cent. interest, like those already issued.

The strong point of this line is its position, which, in the event of any railway development from the interior to the Mediterranean at that point, will be a commanding one.

Negotiations have been some time pending between the company and the Imperial Ottoman Bank for assistance to enable it to extend inland.

One scheme was considered for an extension to Aintab and Biredjih, on the Euphrates, with a branch to Marash; but the Government not being willing to give the kilometric guarantee required, this plan has, I believe, been abandoned in favour of a narrow gauge line to Eregli and Aksarai (marked on the map),

with a branch towards Kaisarieh, thus tapping the fertile province of Konia. This narrow gauge line could be constructed without a guarantee. No concession has yet been obtained, or even applied for, so far as I know.

Samsun-Sivas. A concession was granted in July, 1891, to Baron Macar for a line from Sinopé and Samsun, on the Black Sea, by Amasia and Tokat to Sivas and Kaisarieh, with projected extensions to Yuzgat and to Adana and Ayas Bay, on the Mediterranean.

The line was to be built with Belgian capital; the estimated cost of the 1,800 kiloms. was 350,000,000 fr. The kilometric guarantee was 13,750 fr. Before the arrangement with the German company was made there was a talk of prolonging this line to Baghdad, but now of course that idea has lapsed; indeed, there seems no immediate prospect of this concession being taken up at all. The line has been surveyed, but, so far as I know, that is all that has been done.

**Other
schemes in
Asia Minor.**

Other rival schemes to the German Baghdad trunk line were those proposed by Mr. Staniforth, representing an English syndicate, and by Nedjib Pasha, who was supported by the Société Anonyme des Aciéries d'Angleur. Both these schemes proposed a line from Ismidt through Boli, Sivas, and Diarbekir.

Another project was for a line from Uzun Kupru, on the Constantinople-Adrianople line, with a trans-Hellespontine Ferry to Balikessr. These, I think, comprise the most serious schemes put forward for lines in Asia Minor, and of these the tracings on the annexed map will show those which are actually being realised.

Syrian Railways.

**Jaffa-
Jerusalem.**

In Syria and Palestine the only line open for traffic is the newly-constructed narrow gauge line from Jaffa to Jerusalem, 54 miles long, the concession for which was given to a Syrian, Mr. Yussuf Navon, with option of branches to Nablus and Gaza. The line is worked with French capital, 160,000*l.*, in 20*l.* shares.

**Beyrout-
Damascus.**

A narrow gauge line is just being commenced by a French company between Beyrout and Damascus. The line is 87 miles in length, 18½ miles of which will be equipped with rack rails on the Abt system. The cost is estimated at 30,000,000 fr., and it is stated that the line will be opened for traffic in the summer of 1895. The trace is, however, extremely difficult, and it appears a very expensive undertaking which can hardly prove remunerative.

**Damascus-
Hauran.**

A Belgian company, connected with the French company mentioned above, is building a line from Damascus to Mezerib in the Hauran, a distance of nearly 70 miles. 50 kilometres of this line have been already laid down, and the work is being pushed on with great rapidity with a view to discouraging the English railway projected from Caiffa and Acre to Damascus.

Conflicting interests are at work. An ordinary gauge line from Caiffa to Damascus, and the construction of a port at Caiffa would tap the Hauran district—the granary of Syria—and seriously

BLACK SEA

TURKEY IN ASIA.

- Railways opened.
- - - Most likely extensions and new lines.
- - - Concession granted, but construction not assured.



MEDITERRANEAN SEA

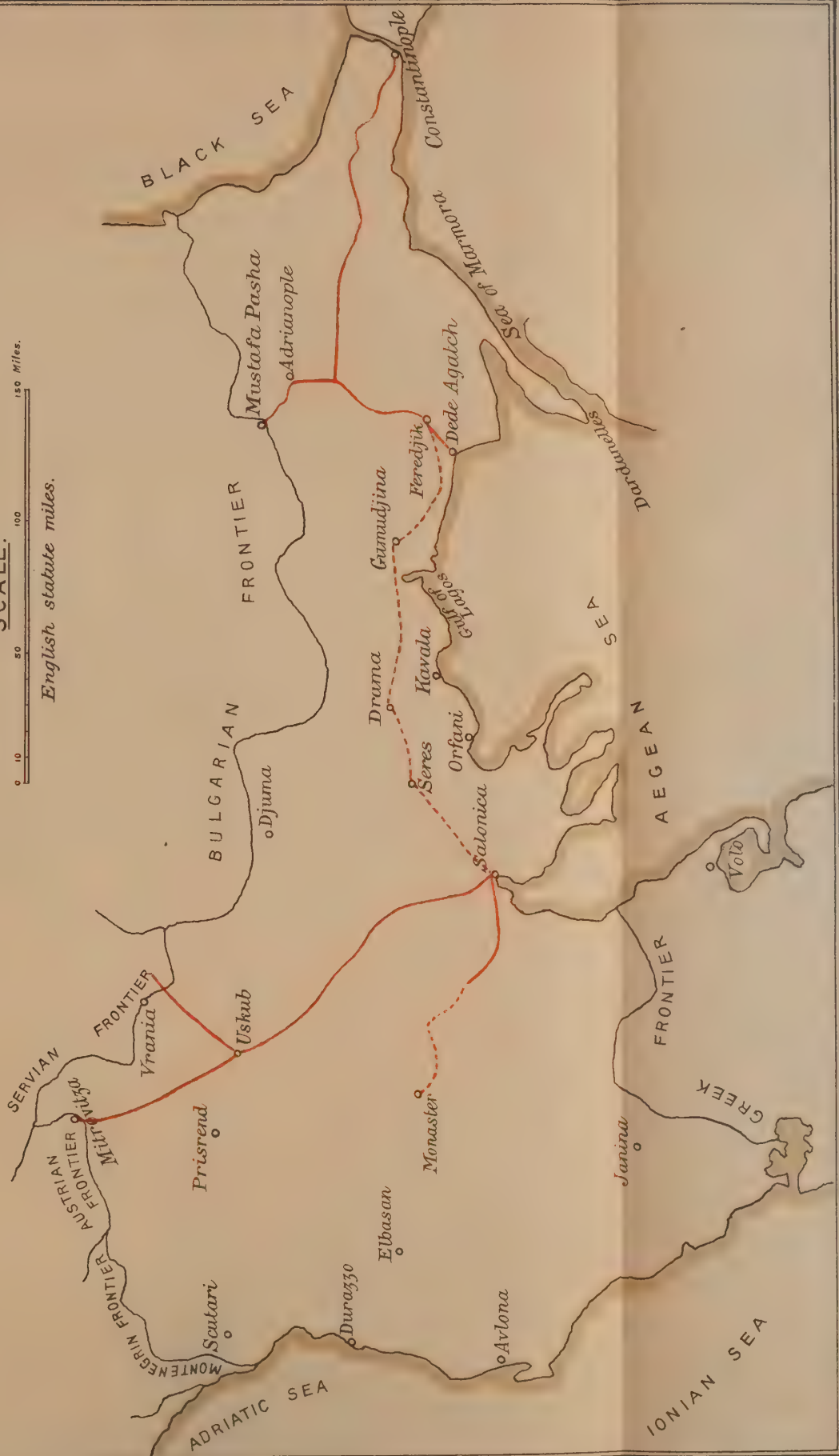




TURKEY IN EUROPE.

— Railways open.
 - - - " being built.

SCALE.
 0 10 50 100 150 Miles.
 English statute miles.



threaten the position of Beyrout as the financial centre and principal port.

The English line alluded to is one for which a concession was granted to Mr. Pilling and Yussuf Elias Efendi years ago. The concession expired, but another—almost identical—was obtained in October, 1891. The concession is for 99 years, the length of the line conceded is 140 miles, with an optional extension of 79 miles. The trace of this line, which has been altered in the new concession so as to cross the Jordan, south of the Lake of Tiberias, seems to have hit off the easiest route through the mountain ranges which separate Damascus from the sea, and to afford the most reasonable prospect of remuneration of any of the Syrian lines. At present, however, very little progress has been made, and disputes between the concessionaires seem likely to hamper operations.

Caiffa-
Damascus.

For more accurate details concerning these Syrian lines, I must refer to the special reports issued from Beyrout and Damascus.

A further concession in Syria, which is being a good deal talked about, but which has not yet received the Imperial Iradé, is that expected to be granted to M. Caporal, a French subject, for a line from Damascus by Homs to Aleppo and Biredjik on the Euphrates, with a probable branch to the coast at Alexandretta or Tripoli.

Damascus-
Aleppo.

There is a rival scheme, proposed by Mr. Sola, for a line from Alexandretta to Aleppo, with branches to Biredjih and Damascus, which is now under consideration at the War Office. Mr. Sola has just returned here in connection with this project. The conditions are that it is to be a normal gauge line, no kilometric guarantee, the company to be exclusively Ottoman, and the shares to be held by the Mussulman population.

Other
schemes in
Syria.

Mr. Letallo, on behalf of the French iron factory at Five Lilles, proposed in June, 1891, a line from the Gulf of Alexandretta to the Persian frontier.

SCUTARI.

Mr. Vice-Consul Lamb reports as follows:—

The trade of Scutari has gradually dwindled away until it has reached a point beyond which it would appear difficult for it to further decline. Owing to the low prices now commanded by the raw produce of these countries and to the increasingly felt competition of other communities, of which attachment to traditional methods is a less prominent characteristic, it appears as if Scutari, despite its close proximity to Europe, were unable to place its products on the market under conditions enabling it to secure a remunerative return, for, notwithstanding that last year's harvests were in general prolific, the value of the exports from this place was only slightly over 33,000*l*. These are the lowest figures ever yet recorded, being about one-third of those of 1872, 10 years since, and little more than one-tenth of those of 1872, when, however, a considerable portion of the trade of the interior was still passing over this route. The imports of 1892 are valued at 121,672*l*., which is less by 5,000*l*. than the figures of the preceding year, and only 4,000*l*. higher than those of 1890, the lowest hitherto attained.

Taking the population of the district supplied by the ports of Medua and Obotti at 133,000, which I believe to be a fairly moderate estimate, the average of the 3 years gives an annual consumption of foreign produce and manufactures of only 18*s*. 4*d*. per head of its inhabitants.

The subjoined table shows the movement of the two years 1891-92:—

Annex A.—IMPORTS.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
Colonial produce, food-stuffs, &c. ...	Quintals. 13,094	£ 29,077	Quintals. 19,363	£ 39,617
Beer, wine, vinegar, and spirits ...	2,417	6,497	1,251	3,856
Petroleum ...	4,804	4,323	5,361	4,566
Textile manufactures ...	2,925	51,960	2,350	42,000
Leather and manufactures of leather ...	811	7,412	383	9,275
Metals and hardware ...	1,366	4,614	1,175	3,331
Timber and articles of wood ... {	23	4,445	55	3,008
Drugs, medicines, and dyes ...	46,588	2,875	40,198	2,926
Soap, candles, and matches ...	719	3,580	896	2,915
Glass, earthenware, and minerals ...	1,080	3,208	837	5,044
Paper and books ...	478	1,663	620	1,554
Military effects and accoutrements ...	599	2,040	491	1,030
Miscellaneous articles ...	204	5,110	103	2,580
Total ...	511		256	
	28,531	126,704	32,941	121,672

The small quantities of goods imported here from Italy and Greece and from other parts of the Turkish Empire remaining fairly stable, the decline in the import trade principally affects Trieste. In 1892 merchandise to the value of 67,572*l*., being 64 per cent. of the aggregate imports, was returned as coming

from Austria, as against 95,000*l.*, or 75 per cent. of the whole, in 1891. Italy figures for 8,628*l.*, nearly half of which sum represents Russian petroleum imported from Venice, whither it is shipped from Batoum in bulk to be there put up in tins. The result of the Venetian canning industry has been considerably to reduce the cost of petroleum in this market, the price having fallen 15 per cent. within the past 5 years, and so to aid in driving the American oil entirely off the field. Italy also sent 1,840*l.* worth of glass and earthenware, together with small quantities of paper, rice, wine, and manufactured goods.

The imports from other ports of Turkey are valued at 33,602*l.*, of which 12,111*l.* represents flour from the Salonica mills brought here for the consumption of the troops in garrison, and 10,275*l.* textile manufactures of unspecified origin, reshipped from Constantinople.

Imports from Greece amounted to 1,879*l.*, by far the major portion of this being common soap.

Annex B.—EXPORTS.

Articles.	1891.		1892.		Whither Exported, 1892.
	Quantity.	Value.	Quantity.	Value.	
	Quintals.	£	Quintals.	£	
Hides and skins... ..	1,743	10,187	1,681	14,652	14,412 <i>l.</i> to Trieste.
Wool and hair	1,754	13,117	1,415	7,696	6,638 <i>l.</i> to Italy.
Sumach	16,180	8,090	9,716	5,823	All to Trieste.
Maize	3,419	2,051	1,199	719	Half to Italy and half to Greece.
Other cereals	887	735	3,726	2,161	Two-thirds to Italy.
Bones, horn, and gut ...	1,787	268	1,637	341	All to Trieste.
Horses ... (number) ...	378	1,512	37	222	Mostly to Italy.
Other articles	3,280	2,576	1,385	1,423	
Total	29,050	38,536	20,759	33,043	

The principal articles of export were, as usual, hides and skins, which figure at 14,652*l.*; wool and hair, 7,696*l.*; and sumach, 5,829*l.* The unenumerated articles include silk cocoons, valued at 602*l.*; dried or smoked fish and botargo, 210*l.*; old copper, 155*l.*; laurel leaves, 150*l.*; hay, 128*l.*; Albanian clothing, 60*l.*; and nuts, 52*l.*

About 70 per cent. of the gross total was shipped to Trieste. Italy, however, takes the greater portion of the wool and about half the cereals exported.

A good idea of the diminished volume of this trade may be obtained from a glance at the navigation tables, which show that very nearly half the imports and two-thirds of the exports of the entire district are carried from or to Trieste by the small river steamer "Boyana," a vessel of 97 tons burden, owned in Ragusa, and plying two or three times a month between Trieste, Dalmatia, and Obotti. Were it not that the difficulty and danger of approaching the Boyana mouth in bad weather prevents it from maintaining the regularity of its service during

the winter months, this one small vessel would now practically monopolise the carrying trade between Scutari and the Austrian ports, of which its actual share is no less than 79 per cent. The "Boyana" and the steamers of the Austrian Lloyd between them carried:—

				Value.					Value.
				£					£
Imports	..	..	..	97,043	Out of	..	..	..	121,651
Exports	..	..	..	21,224	"	..	..	..	33,043
Total	..	..	..	118,267	..	..	..	..	154,694

Leaving cargoes to a total value of no more than 36,427*l.* to be disputed by the local shipping. As the Dulcignote shipping constituted the one single native industry which has ever flourished in this country, its rapid decay, though, perhaps, inevitable, is a matter for regret.

The Ottoman Mahsousse line has abandoned its attempt to compete with the Austrian Lloyd for the trade between the Albanian ports and Trieste, but its steamers still occasionally arrive as far as Medua with cargoes on Government account.

During the year only one Greek vessel entered, with a cargo of petroleum valued at 854*l.*, while imports worth 788*l.* and exports worth 260*l.* were carried in Italian bottoms.

Steamships.

An Italian steamship company, running steamers between Genoa and the Adriatic, has obtained from the Government a small subsidy for the purpose of establishing a fortnightly service between Brindisi, Bari, and the Albanian ports, which is to commence in the course of this summer. This is, of course, merely one of many efforts being made to stimulate the Italian export trade, but, though anything which serves to facilitate intercourse with Europe must be welcomed as advantageous to this country, the commercial importance of this new venture is not likely to prove very considerable.

Public works. Railways, &c.

In the matter of public works there is nothing to be recorded. The hopes of the mercantile community are still centred in the long-talked-of project of a railway from Medua to Prizrend, and expectations are from time to time aroused by a report from Constantinople that the concession for this enterprise is on the point of being granted. I have frequently alluded to this project, and explained my reasons for doubting that it can, under existing circumstances, be carried into effect. I need now only say that nothing has occurred to cause me to modify this opinion. In this connection, however, I venture to subjoin a statement of the annual revenue and civil expenditure of those portions of the Province of Scutari directly affected by the proposed line of railway, a statement which I extract from the official "Salnamé," recently issued for the first time in this vilayet, and which seems to me to require little comment. It is true that the advocates of

this scheme base their arguments exclusively upon the prospective "through" traffic; still, the actual resources of the country traversed cannot be left entirely out of consideration in schemes of railroad construction. They, moreover, represent a known quantity, whereas the transit trade eventually to be created, or rather re-diverted to this route, is problematical.

STATEMENT of the Revenue and Civil Expenditure of the Sandjak of Scutari for the Year ending February 29, 1892.

Name of Kaza.					Amount.	
					Revenue.	Expenditure.
					Piastres.	Piastres.
Scutari	..	..	..	..	647,022	1,797,357
Touzi	..	..	..	..	25,101	75,904
Alessio	..	..	..	..	342,091	197,069
Puka	..	..	..	..	4,500	192,552
Mirdita	..	..	..	..	3,000	330,981
Total	..	..	..	..	1,021,714	2,593,863

With regard to the other railway scheme affecting Albania, viz., the ultimate extension of the Salonica-Monastir line, now in process of construction, to a port on the Adriatic, nothing further has transpired here. In the meanwhile a proposal, once more put forward by the Government, to undertake the completion of the carriage-road to Medua, which was commenced some 12 years ago, on the condition that the population should contribute about 6,000% in money or labour, has met with a lukewarm reception. In the course of the past winter about 100 yards of the completed (and abandoned) portion of this road was carried away by the River Drin, which is in process of opening a new channel for itself, unfortunately in such a manner as will eventually leave the only existing bridge at a distance of about a quarter of a mile from its right bank. Communication with the coast will then be completely interrupted in times of flood, recurring at least twice in the course of every year.

MOVEMENT of the Ports of Medua and Obotti during the Year 1892.

ENTERED.

Nationality.	Steam.			Sailing.			Total.		
	Number of Vessels.	Tons.	Value of Cargoes. £	Number of Vessels.	Tons.	Value of Cargoes. £	Number of Vessels.	Tons.	Value of Cargoes. £
Austrian—									
Medua ..	141	58,046	38,040	..	..	..	160	59,889	97,043
Obotti ..	19	1,843	59,003	..	..	..	158	9,285	17,373
Ottoman ..	2	2,192	1,020	156	7,093	16,343	63	4,402	5,614
Montenegrin..	1	1,093	412	62	3,309	5,202	3	62	788
Italian ..	..	..	..	3	62	788	1	56	354
Greek.. ..	..	..	..	1	56	354			
Total	163	63,174	98,465	222	10,520	23,187	385	73,694	121,672

CONSTANTINOPLE.

29

CLEARED.

Nationality.	Steam.			Sailing.			Total.		
	Number of Vessels.	Tons.	Value of Cargoes. £	Number of Vessels.	Tons.	Value of Cargoes. £	Number of Vessels.	Tons.	Value of Cargoes. £
Austrian—									
Medua ..	141	58,046	1,204	..	..	..	180	59,889	21,224
Obotia ..	19	1,843	20,020	..	..	..	}	9,285	10,016
Ottoman ..	2	2,192	..	156	7,093	10,016		4,402	864
Montenegro..	1	1,093	..	62	3,309	864	6	100	260
Italian ..	..	..	..	6	100	260	1	56	679
Greek ..	..	..	..	1	56	679			
Total ..	163	63,174	21,224	225	10,558	11,819	388	73,732	33,043

LONDON:

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1503)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

No. 1242.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF THE CONSULAR DISTRICT OF
ERZEROUM.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1050.

*Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—129.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1122. Naples	2d.	1182. Marseilles	1½d.
1123. Hakodate	1d.	1183. Warsaw	1d.
1124. Montevideo	2½d.	1184. Piræus	1½d.
1125. Stockholm	1½d.	1185. Callao	1d.
1126. Dantzic	2d.	1186. Jerusalem	½d.
1127. The Hague	1½d.	1187. Chefoo	1½d.
1128. Odessa	1d.	1188. Munich	2d.
1129. Berne	1½d.	1189. Resht	1d.
1130. Malaga	3d.	1190. Batavia	1½d.
1131. Rome	2½d.	1191. Batoum	1½d.
1132. St. Jago de Cuba	4½d.	1192. Tainan	1d.
1133. Munich	1½d.	1193. Amoy	1d.
1134. Meshed	1d.	1194. Zanzibar	4d.
1135. Guayaquil	½d.	1195. Corunna	2d.
1136. Rio de Janeiro	4½d.	1196. Algiers	15½d.
1137. Tonga	1d.	1197. Pakhoi	1d.
1138. Copenhagen	1d.	1198. Nice	1½d.
1139. Tangier	1½d.	1199. Kiungchow	1½d.
1140. Buenos Ayres	2½d.	1200. Aleppo	1d.
1141. Para	1d.	1201. Stettin	4½d.
1142. Baghdad and Bussorah	1½d.	1202. Swatow	1d.
1143. Christiania	5½d.	1203. Charleston	2½d.
1144. Old Calabar	2d.	1204. Syra	1d.
1145. Trieste	1½d.	1205. New Orleans	2½d.
1146. Quito	1d.	1206. Suakin	1½d.
1147. Buenos Ayres	6d.	1207. Caracas	1d.
1148. Bogotá	1d.	1208. Somali Coast	1d.
1149. The Hague	2d.	1209. Nantes	1d.
1150. Mexico	2½d.	1210. Tahiti	2d.
1151. Florence	2d.	1211. Ichang	3½d.
1152. Calais	1d.	1212. Wenchow	1d.
1153. Lorenzo Marques	1½d.	1213. Havana	2d.
1154. Patras	1d.	1214. Cagliari	1d.
1155. Taganrog	1d.	1215. Old Calabar	½d.
1156. Stockholm	1d.	1216. Foochow	1d.
1157. Washington	2d.	1217. Wuhu	1d.
1158. Paris	1½d.	1218. Vera Cruz	1½d.
1159. Bengazi	1d.	1219. San José	1d.
1160. Santos	2½d.	1220. Antwerp	1d.
1161. Buenos Ayres	1½d.	1221. Mogador	2½d.
1162. Nantes	1d.	1222. Berlin	1½d.
1163. Beira	5d.	1223. Rome	1d.
1164. Galveston	1½d.	1224. Constantinople	6½d.
1165. Berlin	1d.	1225. Barcelona	2½d.
1166. Bordeaux	2½d.	1226. Madeira	5½d.
1167. Calais	2½d.	1227. Söul	1½d.
1168. The Hague	2d.	1228. Chinkiang	1d.
1169. Athens	12d.	1229. Newchwang	1d.
1170. Galatz	1½d.	1230. Chungking	1½d.
1171. Guayaquil	1d.	1231. Hankow	1d.
1172. Riga	2d.	1232. Odessa	2d.
1173. Trebizond	1d.	1233. Chicago	3d.
1174. Havre	2½d.	1234. Taganrog	2½d.
1175. Saigon	½d.	1235. Ningpo	1d.
1176. Baltimore	1½d.	1236. Mannheim	1d.
1177. Brest	1d.	1237. Dunkirk	1d.
1178. Buenos Ayres	½d.	1238. Macao and Timor	1d.
1179. Adrianople	½d.	1239. Madrid	½d.
1180. Algiers	2½d.	1240. Port-au-Prince	2d.
1181. Boston	1d.	1241. Frankfurt	3d.

No. 1242.

Reference to previous Report, Annual Series No. 1050.

TURKEY.

ERZEROUM.

Acting-Consul Fitzmaurice to the Earl of Rosebery.

My Lord, *Erzeroum, May 20, 1893.*
I HAVE the honour to forward herewith enclosed, a short Report on the Trade of Erzeroum and also a Report for the Diarbekir and Kharpout Vilayets.
I have, &c.
(Signed) G. H. FITZMAURICE.

Report on the Trade of the Consular District of Erzeroum for the Year 1892.

ABSTRACT of Contents.

	PAGE
Introductory	1
Exports; imports	2
Ottoman Public Debt	6
Trade of Diarbekir	6
Exports and imports	8

Introductory.

Any report on the trade of the Erzeroum district, apart from *Introductory*, the inevitable inaccuracy of its statistics, must labour under the further disadvantage that the figures for the European import trade have already figured in the trade reports of the Trebizond or Constantinople Consulates, for the Erzeroum merchants, almost without an exception, get their goods through agents at these two ports instead of dealing directly with Europe.

The trade report of this year (1892-93) shows a serious falling-off compared with last year's totals. This may be attributed to the wretched harvest of 1892, as well as to the visitation of cholera from which these parts suffered last autumn. The cholera in itself has not done so much harm to trade as the futile system of land quarantine maintained on the Russian and Persian frontiers. An entire "corps d'armée" would not suffice to maintain an effectual quarantine in these mountainous countries, and the results of last year's system were to seriously hamper trade, while not in the least checking the advance of cholera. Some attempt at local sanitation would, of course, be much more effectual than any quarantine, however rigorously enforced.

The two above-mentioned reasons greatly diminished the purchasing power of the population, a fact which is plain from the annexed returns.

Mines.

So far, no attempt has been made to work the mines of this district mentioned in previous reports. The attention, however, of His Imperial Majesty the Sultan has recently been called to the backward state of mining in this province, and the new and energetic Minister of Mines and Forests at Constantinople has called for a report on the mineral resources of Erzeroum. It is to be hoped that this report will bear good fruit. The use of the coal which is to be found in the neighbourhood of this town would have the double effect of arresting the de-forestation of the country which is now going on, and of restoring to the soil its natural aliment, animal manure, which is now burnt as fuel.

Exports

Exports.

The exports show an increase on 1891 of over 6,000*l.*, which is more than accounted for by the item of hides and skins.

Furs.

Furs which last year represented the comparatively respectable total of 18,450*l.*, have dwindled down to less than half. This is owing to the diminished demand from Russia, where they go to the Nijni-Novgorod Fair.

Imports.

Imports.

The imports show a decrease of over 64,000*l.*, a very considerable sum compared with the small volume of trade of this district. This, as already mentioned, is owing to the bad harvest of 1892 and the cholera epidemic.

Great Britain.

The import trade from Great Britain has suffered considerably, being only 49,250*l.* for 1892 as compared with 61,800*l.* I have already pointed out the unreliable nature of the totals for European imports.

Russia.

Russia has been a much heavier sufferer by last year's bad trade, her imports having fallen from 63,300*l.* in 1891 to 27,750*l.* in 1892. Quarantine against arrivals from the Caucasus kept on even after Erzeroum had become infected is mainly accountable

for this falling-off. A rather curious fact is to be noticed with regard to Russian trade. It is that grain is largely imported into the Kars district from Turkey, whereas, before the last Turco-Russian war, Erzeroum took a large yearly supply of grain from the Kars district. It appears that the emigration of a large number of Mussulman tillers of the soil around Kars has brought about this result, as the diminished population is unable to keep the same extent of land under cultivation.

The following are the trade returns for 1892:—

Annex A.—RETURN of Principal Articles Exported from Erzeroum during the Years 1892–91.

Articles.	1892.		1891.	
	Value.	Total.	Value.	Total.
	£	£	£	£
To foreign countries—				
Wheat	25,000		20,000	
Linseed	18,000		10,000	
Hides and skins ..	17,500		6,200	
Furs	9,200		18,450	
Other articles ..	2,000		2,000	
		71,700		56,650
To Turkish provinces—				
Wheat	8,000		15,000	
Sheep	80,000		75,000	
Oxen and cows ..	30,000		35,000	
Horses	3,600		2,000	
Pasdirma	12,500		15,000	
Other articles ..	3,600		4,300	
		137,600		146,300
Grand total ..	..	209,300	..	202,950

Annex B.—RETURN of Principal Articles Imported to Erzeroum during the Years 1892–91.

Articles.	1892.		1891.	
	Value.	Total.	Value.	Total.
	£	£	£	£
From foreign countries—				
Sugar	20,300		22,900	
Coffee	4,000		5,000	
Iron	5,500		7,000	
Copper	3,000		4,000	
Manchester goods ..	8,800		8,000	
Calico	15,000		20,000	
Prints	7,000		10,000	
Woollen and linen ..	15,800		17,900	
Leather	5,000		7,000	
Petroleum	5,000		6,000	
Oxen	2,250		7,500	
Sheep	7,500		18,000	
Other articles	48,850		66,300	
		148,000		200,000
From Turkish provinces—				
Manoussa	14,750		17,500	
Dried fruits	1,600		5,400	
Riza linen	900		1,200	
Goatskins	2,350		3,500	
Galls	2,250		3,200	
Furs	6,350		7,335	
Other articles	17,015		17,165	
Persian goods	36,300		38,000	
		82,015		94,400
Grand total	..	230,015	..	294,400

Annex C.—TABLE showing the Value of all Articles Exported from and Imported to Erzeroum to and from Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	..	..	49,250	61,800
Turkish provinces ..	133,600	146,300	45,715	56,400
France	35,500	17,700	29,200	28,000
Austria	1,000	500	37,600	41,800
Russia	34,200	38,450	27,750	63,300
Switzerland	..	..	4,200	5,100
Persia	..	..	36,300	38,000
Total	209,300	202,950	230,015	294,400

Annex D.—RETURN of Imports from Great Britain during
the Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
Tea	3,600	3,500
Pepper	250	300
Iron	5,500	7,000
Copper	3,000	4,000
Pewter	250	300
Cochineal	400	400
Indigo	250	200
Calicoes	15,000	20,000
Cloth	2,500	3,000
Prints	7,000	10,000
Turkey red	400	500
Flannel	100	100
Cotton flannel	1,500	1,500
Muslin	1,300	1,500
Drill	200	300
Sewing thread	4,000	4,500
Lining	300	300
Handkerchiefs	1,000	1,000
Tin	1,400	1,600
„ sheet	300	300
Sundries	1,000	1,000
Total	49,250	61,000

Annex E.—RETURN of Imports from Russia during the
Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
Buffalo skins	1,500	2,500
Petroleum	5,000	6,000
Silk	50	500
Yamtchia	150	300
Rice	3,500	15,000
Oxen	2,250	7,500
Silver wire	..	500
Spirits of wine	1,800	2,000
Sheep	7,500	18,000
Sugar	..	7,000
Sundries	3,000	4,000
Prints and flannel	3,000	..
Total	27,750	63,300

Ottoman
Public Debt.

While the general trade and revenue returns for this province have had a downward tendency during the last few years, the administration of the Ottoman Public Debt has a largely increased income to show. These satisfactory results in the outlying provinces of the Empire, attained by an administration under European direction, are a standing example to the Ottoman Government, whose receipts in these parts could easily be trebled by more efficient management.

Year.					Salt.	Total Revenue.
					Piastres.*	Piastres.*
1884	..	..	..	..	1,545,663	1,962,990
1891	..	..	..	..	3,519,553	4,179,372
1892	..	..	..	..	4,087,014	4,789,129

* 110 piastres = 1*l*.

Conclusion.

Conclusion.

It is useless to look for anything but a dwindling and a diminishing market for European produce in this district till the Ottoman Government ceases to oppose the development of the country's resources, and makes some serious efforts to improve the very backward state of communication.

DIARBEEKIR.

Mr. Vice-Consul Boyajian reports as follows:—

I have the honour to submit the following remarks upon the trade of the Diarbekir Province for the year 1892:—

Condition of
trade.

The condition of trade during the year was decidedly good. An increase both in the value of export and import over 1891 will be seen in the annexed Table A, amounting to 42,412*l*., or 14 per cent. This may be attributed to the thriving state of native industry. The share in the increase falling to Great Britain was 16,864*l*.

Home trade.

There will be noticed a marked augmentation, amounting to 17,777*l*., in the home trade. This is due to the larger export of sheep, butter, and rice, and particularly grain, to the other provinces of the Empire.

Export.

For the first time for many years the value of all exports exceeded that of imports to the extent of 11,048*l*., but the increase over the export of the previous year was 29,181*l*., or 15 per cent., that to foreign countries alone 9,911*l*., Great Britain being again the principal customer.

Wool.

The increase in the volume of wool was fully 25 per cent. This was occasioned by the healthy state of the sheep and the

larger demand for the article both in England and United States of America. The article quoted 5 per cent. more than the year before.

There was a falling-off in the volume of mohair about 20 per cent., and proportionately in values, quoting, however, 5 per cent. more than the previous year. The decrease is due to the stagnation of market. Mohair.

The augmentation observable about 40 per cent. in volume is due to a larger crop, but owing to a smaller demand it fell off in price about 30 per cent. Nut galls.

The exportation of clarified butter to the provinces of the Empire increased 30 per cent. both in volume and in value. This item of trade is capable of being developed still more, as sheep breeding in this province is largely increasing. Butter.

Rice decreased somewhat in volume, but owing to a higher price increased considerably in value. Rice.

The exportation of sheep was augmented 11 per cent. Sheep.

Owing to scarcity in the other provinces a very large quantity of grain was exported during the year, causing a considerable rise in the price. Wheat.

Among the other articles of export, skins decreased more than 16 per cent.; gums increased 10 per cent.; other items were the same as before. Sundries.

The value of all articles of import increased during the year by 13,231*l.*, or more than 8.5 per cent. Import.

There will be noticed an augmentation of more than 11 per cent. in the volume and proportionately in value of cotton twists imported from Great Britain. This is to be attributed to a larger demand for native manufactured cotton cloths; 600 looms are now at work at Mardin, where a few years ago there were none. Cotton twists.

The importation of prints of a very inferior quality increased 6 per cent., while that of long-cloths continued stationary. Prints and long-cloths.

The increase in the volume, as well as in value, of petroleum was 25 per cent. The demand for this article has year after year increased. Petroleum.

In sympathy with the increase of native-manufactured cotton cloth, the importation of indigo doubled. Indigo.

There was an increase of nearly 10 per cent. in coffee, and as much as that in sugar, during the year. This is due to the comparatively prosperous state of the province. Coffee and sugar.

The value of all other articles mentioned in the annexed table of import was, with slight variation, the same as in 1891. Sundries.

**Annex A.—RETURN of Principal Articles of Export from the
Vilayet of Diarbekir during the Years 1892-91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Foreign—			£		£
Wool	Bales ...	11,375	49,290	9,100	38,423
Mohair	" ...	848	6,240	1,060	7,244
Nut galls	Tons ...	300	9,760	215	10,000
Skins, goat	Dozen ...	1,404	1,584	1,634	2,000
" kid	" ...	1,666	1,196	2,100	1,400
Furs	" ...	...	2,200	...	1,265
Cocoons	Lbs. ...	12,000	400	10,800	330
Almonds	Cwts ...	600	1,520	600	1,540
Gums	" ...	...	800	...	1,200
Sundries	Tons ...	22	1,763	20	1,480
		...	600	...	500
Total		...	75,293	...	65,382
Turkey—					
Sheep and goats... ..	Number ...	50,000	25,000	45,600	20,000
Butter	Cwts. ...	7,800	15,600	6,000	12,000
Camels and cattle	" ...	...	1,200	...	1,500
Copper ore	Tons ...	540	9,240	500	8,500
Rice	" ...	833	12,820	1,000	9,500
Silk and cotton stuffs	" ...	...	14,000	...	14,000
Skins, goat	Dozen ...	1,634	1,810	1,634	2,000
Timber	" ...	...	3,800	...	4,000
Wheat	" ...	...	10,000	...	1,000
Silk, raw	Lbs. ...	...	...	616	400
Sundries	" ...	...	7,500	...	8,000
Grand total		...	175,463	...	146,282

**RETURN of Principal Articles of Import to the Vilayet of
Diarbekir during the Years 1892-91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Foreign—			£		£
Cotton twists	Bales ...	3,300	46,597	2,880	40,600
Long-cloths	" ...	735	12,700	730	12,700
Prints	" ...	160	3,100	100	2,990
Tin in bars	Casks ...	133	3,000	130	3,000
Buffalo hides	Cwts. ...	780	2,820	780	2,820
Indigo	Cases ...	70	4,000	85	2,000
Petroleum	" ...	20,000	8,150	16,000	6,520
Coffee	Bags ...	1,200	7,474	1,100	6,795
Sugar	Cases ...	2,750	7,200	2,500	6,555
Woolens	" ...	...	7,000	...	7,000
Matches	Cases ...	1,200	2,000	1,100	2,000
Paper	" ...	350	2,000	350	2,000
Leather	" ...	...	2,100	...	2,000
Fezzes	Cases ...	50	1,900	40	1,500
Nails	Casks ...	800	2,000	800	2,000
Dyes	" ...	...	1,600	...	1,800
Iron, bars	Tons ...	60	1,000	45	792
Copper, sheet	" ...	25	1,924	12½	962
Handkerchiefs	Cases ...	18	850	18	650
Cotton flannels	" ...	...	2,000	...	800
Jewellery	" ...	...	1,000	...	800
Persian goods	" ...	...	2,000	...	2,500
Sundries	" ...	...	12,000	...	10,000
Total		...	134,215	...	118,784
Turkey—					
Soap	Tons ...	250	5,400	200	5,400
Manures	" ...	...	4,000	...	4,000
Sheep	Number ...	15,000	6,800	20,000	9,000
Salt	" ...	...	9,000	...	9,000
Sundries	" ...	...	5,000	...	5,000
Grand total		...	164,415	...	151,184

Annex B.—TABLE showing the Total Value of all Articles Exported from and Imported to the Vilayet of Diarbekir from and to Foreign Countries during the Year 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	42,940	36,267	68,321	62,052
United States	19,290	10,000	..	..
France	9,463	15,210	17,474	18,895
Russia	2,200	1,265	8,150	7,440
Germany	800	1,200	4,600	4,000
Austria	..	..	13,200	8,555
India	..	..	6,820	3,900
Switzerland	..	..	650	650
Sweden	..	..	1,000	792
Persia	..	..	2,000	2,500
Different	600	1,440	12,000	10,000
Total	75,293	65,382	134,215	118,784
Turkey	100,170	80,900	30,200	32,400
Grand total ..	175,463	146,282	164,415	151,184

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1577)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1254.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE DISTRICT OF THE SMYRNA
CONSULATE-GENERAL.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1062.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—141.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1136. Rio de Janeiro	4½d.	1195. Corunna	2d.
1137. Tonga	1d.	1196. Algiers.. ..	15½d.
1138. Copenhagen	1d.	1197. Pakhoi.. ..	1d.
1139. Tangier	1½d.	1198. Nice	1½d.
1140. Buenos Ayres.. ..	2½d.	1199. Kiungchow	1½d.
1141. Para	1d.	1200. Aleppo.. ..	1d.
1142. Baghdad and Bussorah ..	1½d.	1201. Stettin.. ..	4½d.
1143. Christiania	5½d.	1202. Swatow	1d.
1144. Old Calabar	2d.	1203. Charleston	2½d.
1145. Trieste	1½d.	1204. Syra	1d.
1146. Quito	1d.	1205. New Orleans	2½d.
1147. Buenos Ayres.. ..	6d.	1206. Suakin.. ..	1½d.
1148. Bogotá.. ..	1d.	1207. Caracas	1d.
1149. The Hague	2d.	1208. Somali Coast	1d.
1150. Mexico.. ..	2½d.	1209. Nantes.. ..	1d.
1151. Florence	2d.	1210. Tahiti	2d.
1152. Calais	1d.	1211. Ichang.. ..	3½d.
1153. Lorenzo Marques	1½d.	1212. Wenchow	1d.
1154. Patras	1d.	1213. Havana	2d.
1155. Taganrog	1d.	1214. Cagliari	1d.
1156. Stockholm	1d.	1215. Old Calabar	½d.
1157. Washington	2d.	1216. Foochow	1d.
1158. Paris	1½d.	1217. Wuhu	1d.
1159. Bengazi	1d.	1218. Vera Cruz	1½d.
1160. Santos	2½d.	1219. San José	1d.
1161. Buenos Ayres.. ..	1½d.	1220. Antwerp	1d.
1162. Nantes.. ..	1d.	1221. Mogador	2½d.
1163. Beira	5d.	1222. Berlin	1½d.
1164. Galveston	1½d.	1223. Rome	1d.
1165. Berlin	1d.	1224. Constantinople	6½d.
1166. Bordeaux	2½d.	1225. Barcelona	2½d.
1167. Calais	2½d.	1226. Madeira	5½d.
1168. The Hague	2d.	1227. Soul	1½d.
1169. Athens.. ..	12d.	1228. Chinkiang	1d.
1170. Galatz	1½d.	1229. Newchwang	1d.
1171. Guayaquil	1d.	1230. Chungking	1½d.
1172. Riga	2d.	1231. Hankow	1d.
1173. Trebizond	1d.	1232. Odessa.. ..	2d.
1174. Havre	2½d.	1233. Chicago	3d.
1175. Saigon	½d.	1234. Taganrog	2½d.
1176. Baltimore	1½d.	1235. Ningpo	1d.
1177. Brest	1d.	1236. Mannheim	1d.
1178. Buenos Ayres.. ..	½d.	1237. Dunkirk	1d.
1179. Adrianople	½d.	1238. Macao and Timor	1d.
1180. Algiers.. ..	2½d.	1239. Madrid	½d.
1181. Boston.. ..	1d.	1240. Port au-Prince	2d.
1182. Marseilles	1½d.	1241. Frankfort	3d.
1183. Warsaw	1d.	1242. Erzeroum	1d.
1184. Pinaus.. ..	1½d.	1243. Palermo	3½d.
1185. Callao	1d.	1244. Naples	1d.
1186. Jerusalem	½d.	1245. Guatemala	1d.
1187. Chefoo	1½d.	1246. Madrid	1d.
1188. Munich	2d.	1247. Gothenburg	2d.
1189. Resht	1d.	1248. Brindisi	2½d.
1190. Batavia	1½d.	1249. Fiume	2d.
1191. Batoum	1½d.	1250. Leghorn	2½d.
1192. Tainan.. ..	1d.	1251. San Francisco.. ..	5½d.
1193. Amoy	1d.	1252. Bushire	2d.
1194. Zanzibar	4d.	1253. Nagasaki	1d.

No. 1254.

Reference to previous Report, Annual Series No. 1062.

TURKEY.

SMYRNA.

Consul-General Holmwood to the Earl of Rosebery.

My Lord,

Smyrna, May 24, 1893.

I HAVE the honour to transmit herewith my Commercial Report for the Year 1892.

I have, &c.

(Signed) FREDERIC HOLMWOOD.

Report on the Trade and Commerce of Smyrna for the Year 1892.

ABSTRACT of Contents.

	PAGE
Exports	1
Imports	2
Shipping	2
Great increase of German shipping trade	3
Prospects for 1893	3
Tabulated statistics—	
Exports	4
Imports	5
Shipping	7

Exports.

All the crops of this country for the year 1892 proved, as **Better crops.** anticipated, fully up to the average, and in many cases the yield was far beyond that of the previous year, but the continued depression in the European produce markets has wholly neutralised these advantages, and the total value of produce exported shows a slight decrease, compared with that of the preceding year.

(1576)

A 2

TABLE showing the Value of Exports during the Years 1891-92.

Year.					Value.	
					England.	Total Exports.
					£	£
1891	..	..	..	..	1,895,436	3,927,182
1892	..	..	..	..	1,797,395	3,647,512

Imports.

Improvement.

The import trade for 1892 shows some improvement consequent on the exports for 1891 having exceeded those of the former year, but there can be no doubt that this improvement would have been much greater had produce realised remunerative prices (see remarks in report for 1889).

TABLE showing the Value of Imports during the Years 1891-92.

Year.					Value.	
					England.	Total Imports.
					£	£
1891	..	..	..	..	877,584	2,985,851
1892	..	..	..	..	944,122	3,010,472

Shipping.

Increase.

During the past year there has been an increase in tonnage of British shipping, as well as in the total tonnage, such as would be expected from the large quantities of bulky produce exported.

The most noticeable feature in connection with the shipping trade of Smyrna is the rapid strides with which Germany is augmenting her mercantile marine.

TABLE showing the Rate of Progression during the past Five Years.

Year.					Number of Vessels.	Tons.
1888	..	..	..	..	2	1,614
1889	..	..	..	..	5	4,050
1890	..	..	..	..	28	32,912
1891	..	..	..	..	47	56,995
1892	..	..	..	..	64	79,898

During this period British shipping has remained almost stationary, while Germany has been able to effect an enormous increase, and to work her shipping on paying lines where the operations of our mercantile marine have almost ceased to leave any margin for profit.

If her present state of progression continues for 4 years longer, Germany, which in 1888 stood at the foot of the shipping returns of this country, will have placed herself at the head of the list, passing even England, whose shipping trade no other nation has hitherto approached. (German shipping is not subsidised, and the tonnage given represents, like ours, a *bonâ fide* trade.) As there is no room in the trade of this country for two shipping interests, such as we now represent, it is obvious that if German progress in this direction continues, our supremacy must shortly commence to decline.

The cause of the change now taking place is simply that the people of Germany work for longer hours and for lower wages than ours, and German ships can therefore be worked at considerably less cost than ours.

Tabulated statistics of exports, imports, and shipping for the year 1892 will be found at the end of this report.

Prospects for 1893.

There has been a full and well distributed rainfall this season, and though the rains commenced late, the winter has been unusually prolonged, and we may therefore anticipate a magnificent harvest, possibly about a month later than usual.

There is some idea that the late frosts have injured the fruit crops, but such predictions are as often as not negated by the results. The only obstacle to the progress of trade in this country is the long-continued depression in the produce markets of Europe. The moment that trade so far recovers itself as to leave a margin of profit on shipments from this port, greater areas will be brought under cultivation, and if railway extension keeps pace with the concessions recently granted to European capitalists, a rapid development of the interior of Asia Minor will result.

RETURN of Principal Articles of Export from Smyrna during
the Year 1892.

Articles.		England.		Total Exports.	
		Quantity.	Value.	Quantity.	Value.
Madder root	Bales	150	£ 720	262	£ 1,258
Aniseed	Bags	...	...	746	2,686
Antimony	"	23,000	16,000	23,000	16,000
Oats	"	...	...	821	123
Almonds	"	145	580	948	3,792
Entrails	Boxes and barrels	...	...	...	...
Wheat	Bags	4,315	4,315	181	362
Hemp	"	59	354	9,174	9,174
Chrome	Tons	10,000	52,000	1,004	6,024
Wax	Bags	...	...	15,000	78,000
Cocoons	Bales	...	...	614	7,368
Emery	Tons	3,000	12,750	661	10,576
Oak bark	Bags	...	...	10,030	42,500
Sponges	Bales and	...	...	2,774	3,329
Beans	bags	7,003	50,422	12,022	86,558
Cheese	Tons	12,320	68,992	15,301	85,686
Figs	Boxes	...	...	183	1,098
"	Skeleton	...	...	...	...
"	cases	36,002	140,000	52,136	208,544
"	Bags	129,115	28,458	...	...
"	Tons	...	...	2,988	94,688
"	Boxes	20,634	3,951	82,277	16,455
Fruits, fresh and dried	Parcels	4,805	2,088	18,107	23,971
Gall nuts	Bags	...	...	1,273	5,092
Gum	Boxes	...	...	...	...
Gum mastic	"	50	700	559	3,354
Canary seed	Bags	14,107	12,414	251	3,514
Cotton	Tons	4,100	13,940	4,100	16,389
Various seeds	Bags	840	1,008	3,923	13,940
Yellow berries	"	1,301	5,200	1,930	4,714
Linseed	"	194	233	1,930	8,000
Poppy seed	"	...	...	233	340
Olive oil	Barrels	3,673	29,384	15,756	18,907
Wool	Bales	944	7,552	7,240	57,920
Walnut roots	Tons	...	...	7,945	63,560
Dari and Indian corn	Bags	40,406	29,092	290	23,624
Iron scrap and waste	Tons	...	...	55,658	40,474
Millet	Bags	69	23	114	91
Hazel nuts	"	534	854	2,810	1,124
Opium	Boxes	599	38,386	563	901
Oranges	"	444	178	3,272	209,408
Barley	Tons	85,300	440,000	4,746	1,398
Bones	"	1,142	11,420	92,445	500,000
Onions	Bags	1,703	681	1,444	14,440
Hides	Bales	97	776	3,187	1,275
Chick peas	Bags	...	...	4,479	35,832
Liquorice roots	Bales	...	...	166	830
" paste	Boxes	3,214	14,142	70,705	62,220
Soap roots	Bags	...	...	5,123	22,563
Currants	"	1,935	6,966	441	441
Black raisins	Tons	...	...	2,113	7,607
Red raisins	"	1,969	25,525	18,927	136,280
Sultana raisins	"	11,927	257,640	9,033	117,070
Mixed	"	...	...	23,553	608,747
Soap	Bags	...	...	1,089	15,684
Scammony	Boxes	24	1,920	412	2,720
Rye	Bags	...	...	393	314
Sesame seed	"	504	806	23,758	38,013
Bran	"	...	...	2,837	1,135
Tailow	Barrels	...	...	32	32
Sumac	Bags	...	...	11	88
Carpets	Bales	2,088	105,000	4,000	220,000
Tobacco	"	3,333	13,332	13,353	53,432
Mohair	"	...	...	107	856
Valonea	Tons	29,000	370,000	53,000	670,000
Wines and spirits	Barrels	...	...	3,500	9,360
Old copper and zinc	"	...	...	1,005	1,608
Bags	Bales	4,403	8,806	4,778	9,556
Cotton	"	2,123	19,532	20,934	192,593
Sundries	Parcels	650	1,300	5,744	11,488
Total			1,797,395		3,647,512

RETURN of Principal Articles of Import to Smyrna during the Year 1892.

Articles.		England.		Total Imports.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Steel ...	Boxes ...	473	1,514	2,623	8,393
Alcohol ...	Barrels ...	...	...	3,613	14,452
Matches ...	Cases ...	7	36	3,653	18,996
Starch ...	"	594	2,851	1,462	7,018
Arms...	"	27	540	169	3,350
Butter and margarine	Barrels and cases	58	580	4,089	77,368
Beer ...	Barrels and cases	111	133	3,003	3,650
Building timber ...	Tons ...	300	3,600	29,562	355,144
Dye-woods ...	Bags ...	...	...	412	824
Hats and bonnets ...	Cases ...	162	1,944	1,123	13,476
Candles ...	"	97	155	1,300	2,080
Bricks and tiles ...	"	...	...	1,141,000	2,681
Coffee ...	Bags ...	9,245	33,282	30,419	108,738
Canvas and bags ...	Bales ...	762	2,438	1,555	5,236
Caviare ...	Barrels ...	...	...	251	2,308
Cereals and wheat...	Tons ...	...	...	2,788	32,256
Coal ...	"	49,000	68,600	49,000	68,600
Cement and hydraulic lime	Barrels and bags	...	...	12,151	4,860
Nails...	Tons ...	410	13,120	1,004	32,128
Cochineal ...	Bags ...	26	1,352	127	6,604
Groceries ...	Packages...	202	646	1,204	3,853
Rope ...	Bales ...	297	1,188	1,142	4,568
Cotton twist and yarn	"	6,594	73,853	9,063	103,481
Cotton manufactured goods	Bales and cases	545	8,720	1,780	28,480
Dyes ...	Barrels and cases	1,937	2,324	3,865	4,638
Leather and tanned hides	Barrels and cases	33	1,320	3,052	122,080
Copper ...	Barrels and cases	2,407	9,628	3,030	12,120
Cloth ...	Bales ...	31	1,364	1,115	49,060
Drugs ...	Boxes ...	562	6,744	1,915	23,020
Flour...	Bags ...	...	...	7,230	8,676
Iron ...	Tons ...	21,445	171,560	23,195	185,560
Ironware	Boxes ...	6,673	10,677	14,763	23,621
Gold thread...	"	...	...	12	480
Cheese ...	Barrels and cases	42	168	4,097	16,388
Clockwork and jewellery	Boxes ...	2	80	113	4,520
Oils ...	Barrels and cases	545	3,924	937	7,060
Indigo ...	Boxes ...	103	8,296	149	4,768
Corks ...	Bales ...	...	...	201	161
Worsted ...	Bales and cases	2,745	109,800	3,878	155,120
Manufactured tissues	Bales and cases	6,254	250,160	11,114	444,560
Sewing machines ...	Cases ...	87	696	498	3,984
Marble and stone ...	Tons ...	240	960	4,054	16,216
Haberdashery ...	Cases ...	104	2,080	849	16,980
Furniture and pianos	"	22	264	323	3,936
China ...	Tons ...	77	1,540	447	8,940
Paper and cardboard	Bales and cases	244	468	15,964	27,510
Petroleum ...	Barrels and cases	...	...	302,360	62,652
Boards ...	"	...	...	1,054,312	84,345
Lead ...	Tons ...	674	5,392	1,979	15,872
Potatoes ...	Bags ...	...	...	21,612	17,290
Cured fish and smoked meat	Barrels and cases	204	816	1,499	5,996
Pepper...	Bags ...	555	1,776	1,994	6,381
Potash ...	Barrels ...	700	740	2,654	3,185
Hardware ...	Cases ...	604	24,160	2,049	81,960
Rum ...	Barrels ...	335	1,206	767	2,761
Rice ...	Bags ...	38,000	38,000	55,788	55,788
Soap ...	Cases ...	38	1,620	250	10,000
Silk goods ...	"	...	...	383	15,320
Soda ...	Barrels ...	3,949	31,592	4,715	37,720
Sulphur ...	Bags ...	...	...	36,455	7,291
Sugar ...	"	...	...	117,614	306,792

TURKEY.

RETURN of Principal Articles of Import to Smyrna during the
Year 1892—continued.

Articles.		England.		Total Imports.	
		Quantity.	Value.	Quantity.	Value.
Carpets	Bales ...	18	£ 360	25	£ 500
Earthenware	Tons ...	...	...	4,537	10,889
Sheet-iron and tin... ..	Barrels and cases ...	2,495	7,306	3,777	10,896
Velvet	Cases ...	...	...	37	2,960
Window glass	" ...	...	...	6,740	6,740
Glassware	" ...	29	348	5,955	72,220
Clothing	" ...	...	...	302	18,120
Wines and spirits	Barrels and cases ...	234	468	7,067	14,174
Zinc	Barrels ...	393	943	3,469	8,325
Sundries	Parcels ...	4,437	8,874	36,743	73,486
Railway materials	...	...	28,896	...	31,227
Total	...	...	944,122	...	3,010,472

SMYRNA.

RETURN of Shipping at the Port of Smyrna during the Year 1892.

ENTERED.

Nationality.	Steam.			Sailing.		
	With Cargo.		In Ballast.	With Cargo.		In Ballast.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	198	221,063	101	116,189	1	331
German..	64	79,898	..	..	..	..
Austro-Hungarian	132	144,218	..	..	2	743
Danish ..	25	29,200	..	..	..	..
Egyptian ..	104	100,339	..	..	..	..
French ..	204	246,315	..	..	..	..
Greek ..	292	121,650	..	..	233	21,933
Dutch ..	29	76,172	..	..	..	..
Italian ..	53	90,976	..	..	..	..
Russian..	106	156,084	..	..	8	4,440
Swedish and Norwegian	3	3,656	3	3,663	3	309
Turkish..	248	168,502	50	36,484	..	..
Total ..	1,458	1,437,073	154	156,286	164	18,860
					411	46,616
						10,485

NOTE.—The above table does not include vessels under 30 tons, and the small coasting steamers that ply between Smyrna, Vourlah, and Ayvali.

TURKEY.

RETURN of Shipping at the Port of Smyrna during the Year 1892—continued.

CLEARED.

Nationality.	Steam.			Sailing.		
	With Cargo.		In Ballast.	With Cargo.		In Ballast.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	273	307,741	26	29,493	1	331
German ..	64	79,893	..	..	..	..
Austro-Hungarian	133	145,328	..	..	2	743
Danish ..	25	28,200	..	..	..	134
Egyptian ..	104	100,389	..	..	..	..
French ..	204	245,315	..	..	..	..
Greek ..	289	121,192	..	..	..	..
Dutch ..	29	76,172	..	..	226	21,601
Italian ..	53	90,976	..	..	..	..
Russian ..	106	156,084	..	..	17	9,916
Swedish and Norwegian	4	4,723	..	2,496	3	309
Turkish ..	204	153,204	94	70,694	..	..
Total ..	1,488	1,510,172	122	102,583	148	17,163
					397	50,068
					47	1,940

NOTE.—The above table does not include vessels under 30 tons, and the small coasting steamers that ply between Smyrna, Vourlah, and Alvali.

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1261.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF DAMASCUS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1121.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAPTON STREET, DUBLIN.

1893.

[C. 6855—143.]

Price One Penny.

Statistics of trade not reliable. Damascus-Beyrout Road Company was totally unable to cope with the flood. Its resources were so severely taxed that the cost of transport was raised from 2*l.* to 3*l.* 8*s.* per ton, and even under these conditions goods were delayed in transit a fortnight or three weeks. One consequence of this state of things was that a far larger amount of goods was carried by camels and mules than heretofore, and this fact renders the statistics of the trade movement in Damascus even less reliable than in other years, as there is no possibility of computing the quantity carried by muleteers, whereas one can obtain more or less reliable information with regard to the Road Company's business. I must, therefore, repeat my remarks that the statistics which appear in the annex cannot be considered exact but approximative.

Steady increase of trade. Looking at the commerce of Damascus as a whole, and without reference to the special circumstances of the year, it may fairly be said that it makes a steady advance from year to year. A bad harvest may check exports, though bad harvests are rare, but there is an increasing demand from America, Europe, and Turkey in general for the manufactures of Damascus, whether silk, cotton goods, or whether brass work or inlaid mother-of-pearl articles. This increase may be computed at 10 to 15 per cent. per annum. The only business which Damascus may be said to have lost is the liquoric trade, which has practically died out, owing to the discovery of a better quality of root in Northern Syria, in Asia Minor, and elsewhere.

Appearance of cattle disease and locusts. This year cattle and sheep disease have wrought great havoc among flocks and herds, and locusts are threatening the plains around Damascus and the Hauran, but these are only temporary checks to prosperity, and must be expected from time to time in eastern countries.

Railways will increase export trade. The railways from the coast that are now in progress are expected to give a great stimulus to business, and it may be reckoned as certain that the export trade will largely increase, as the cost of transport to the coast will be diminished by two-thirds; but it will be some two or three years before either of the companies completes its line.

It is difficult to find matters of interest on which to comment in a city like Damascus, for it occupies a very small position relatively in the markets of the world, and its population is exceedingly tenacious of its traditions, and utterly disinclined to take up modern ideas. It remains to be seen whether new and rapid means of communication with the outer world will change the character of the people, but it cannot be hoped that the change will be very quickly or easily effected.

Imports.

Increase in imports. The total value of imports to Damascus has risen in 1892 to 611,304*l.*, as compared with 541,719*l.* in 1891. The increase is divided among the imports from Great Britain, Belgium, Russia,

Turkey, and Austria. British imports (in which are included imports from India) show an increase of 31,000*l.*, which (see Annexes 1 and 3) is due to a large augmentation in Manchester goods and woollens, while there is a falling-off in indigo, rice, and hardware.

Manchester goods keep their hold on the market, and something more, as the import increases steadily. In 1892 Diamond glacé yarn reached the total of 12,000*l.*, and grey yarns 50,000*l.* Red yarns of good quality are brought from Germany, to the value of 12,000*l.* in 1892, but coloured yarns of low quality come from England. Sewing-thread and cotton are imported equally from England and Germany. Cotton cloths and prints are imported solely from England, and they reached the high value of 119,500*l.* last year. Increased import of Manchester goods.

In woollen articles Great Britain is taking the lead. Cloths of low quality find great favour in this market on account of their marvellous cheapness. It is almost incredible that it should be possible to produce any cloth at 2*d.* or 3*d.* per yard, and yet such is the fact, and these low class articles find ready purchasers. About 20,000*l.* worth of cloth was imported in 1892, and of this total England can lay claim to more than three-fifths. About 7,500*l.* worth of woollen yarn is sent from Bradford, chiefly black yarn, but Germany is attempting to obtain a footing by importing a kind of woollen yarn, styled "Zephir," for weaving purposes. This yarn has hitherto been used for knitting, and it is doubtful as yet whether it will succeed as a material for the loom. Woollens. Increase in sale of British cloth. German competition in woollen yarns.

Flannels come from Germany and woollen prints from Alsace and France.

The total value of British woollen imports was about 20,000*l.* in 1892, out of a grand total of 34,100*l.*

The indigo imports fell in value from 19,572*l.* in 1891 to 17,410*l.* in 1892; but the quantity imported in 1892 exceeded that in 1891 by 10 cases, the average price per case being lower in 1892. But towards the end of the year aniline dyes were introduced to take the place of indigo, and being cheaper they seem likely to oust indigo altogether from the market. During the last six months indigo merchants have only been able to sell 10 per cent. of this stock. Indigo is used for dyeing cotton cloth for the clothing of the lower classes, and though indigo is by far the best dye for this purpose, that is a matter that does not seem to concern the Oriental purchaser in the least, cheapness being his great desideratum. Indeed, I may remark, "en passant," that cheapness is the first and last requirement of the Syrian markets; quality is nothing. This is the reason why German and Austrian manufactures have obtained their present footing here. In many classes of goods, but most notably in ironmongery and tools of all descriptions, they are the purveyors, because their goods, though inferior, are cheap. A good article of fair price will not, as a rule, sell; a bad but cheap article will. Falling-off in sale of indigo. Cheapness the only desideratum.

Rice is chiefly imported from Rangoon, but a small quantity is

(1590)

sent from Italy and Egypt. Rangoon rice is of fair quality, but of lower price than the other kinds.

Austria has greatly increased her imports of sugar, and Russian petroleum reaches a higher total by 4,000*l.* than in 1891.

Iron.

Iron shows a large increase, which may be put down principally to the account of Belgium, from which country the supplies for the Hauran Railway have been drawn.

Copper and brass.

Copper and brass have risen in quantity by 25 per cent., which is accounted for by the increasing trade in copper and brass-work. Copper comes from Great Britain, and brass from France and Belgium.

Sundries.

Sundries consist of paper from Austria and Italy; fire-arms from Belgium, Germany, and England; candles, pepper, and timber from Trieste, Galatz and Caramania; marble from Italy, coal, cochineal, alum, zinc, and tin; while Syria in general supplies Damascus with cheese, butter, dates, carpets, fruits, and oil.

Tobacco.

Tobacco is not included in the résumé of imports, but it is computed that about 60,000*l.* value of Turkish tobacco and tombac is annually consumed in Damascus.

Business to be done in machinery.

I am of opinion that something might be done in the machinery line if proper measures were taken to bring agricultural and other machines to the notice of the landed proprietors. Catalogues and such methods of advertisement are almost useless; what is required is an agent conversant with the trade, who should take steps to demonstrate to the richer class of landowners the advantages that would accrue from the employment of steam or hydraulic machinery, and press the matter vigorously. Nothing short of this would overcome the "*vis inertiae*" of the Moslem, and it is certain that if British manufacturers do not take this matter up, Germany will take their place. Indeed, some German machines have already been introduced. Hydraulic oil presses, and steam-thrashing and winnowing machines, and mill machinery would undoubtedly be suitable to this country, and would prove highly beneficial to purchasers.

Exports.

Increase of agricultural and fruit exports.

All exports which depend on the harvest exceeded in 1892 those of 1891.

Flour, apricot paste, dried apricots, kernels, raisins, and fruits all show a large increase in amount, though the value was depreciated in the case of apricot products on account of the overflowing abundance of the crop (see Annex 2). Grain export decreased by 13,000*l.*, but the increased export of flour more than accounts for this. Raisins were abnormally cheap both in 1892 and 1891, 3,750 cwts. reaching the value of 2,100*l.* only.

Flour and grain are exported to Beyrout, apricot paste and dried apricots to Egypt and various parts of Turkey, kernels to Trieste, Marseilles, and Genoa, and raisins to France, Constantinople, and Egypt.

Wool, of which a very small quantity is washed for export to Wool. Italy, reached the total of 27,700*l.*, an excess of nearly 4,000*l.* over the previous year's total. This article is sent to America and England, but the small portion which is exported to England is eventually forwarded to the United States. The disease among the sheep which has carried off large numbers will cause a serious falling-off in next year's report. It is to be observed also that of the 70,000 sheep and goat-skins exported, 50,000 sheep-skins were mostly in bad condition from the same reason. Effect of sheep disease.

For the rest, it may be noted that Damascus manufactures Increase of 15,000*l.*, brass and inlaid articles of 4,000*l.*, and curtains of 500*l.*, export of Damascus goods. a rise of 19,500*l.* on a total of 149,500*l.* or about 13 per cent.

Sundries consist of drugs, walnuts, aniseed, butter, starch, Sundries. almonds, madder, bones, and rags, &c.

The total export reached the sum of 429,800*l.* as compared with 358,100*l.* in 1891, a notable rise for the trade of Damascus.

Population.

With regard to population there is nothing to add to my remarks of last year. In the absence of a census, the increase of population must be guess work, but I see no reason to believe Slow increase that it does not increase. I should compute the whole population of population. at about 210,000, and from observation should conclude that there is an increase of from 1,000 to 2,000 yearly.

Public Works.

It is satisfactory to be able to remark that some method is at Road-making. last to be observed in the matter of road-making. Under the auspices of the present Governor-General, the engineer of the province, who is a capable and intelligent man, has been enabled to put some order into the previous spasmodic attempts in this direction. Money not being forthcoming at once for making and keeping up all the roads that are so urgently required in this district, it has been decided to proceed steadily with the making of roads on the main lines of commerce before proceeding to secondary and less important works. This sounds only ordinary common sense, but unfortunately it is not the rule that obtains in many parts of Turkey. The result is that the main road to Nebk, Homs, and Hamah is being rapidly pushed forward, and it may be hoped that about 80 miles will be finished by the end of the year. The keeping up of roads when made is almost of more importance, if possible, than the making of them, and, in a general way, once they are completed, no more attention is paid to them and they are allowed to go to rack and ruin, but now a certain annual sum is to be affected to the maintenance of each road, as it is made. Much praise is due to the Governor-General and his staff for this wise departure.

Railways.

The Damascus-Hauran Railway is approaching completion as far as the line is concerned. Already 50 miles have been laid down and there remain only about 15 miles of rail to be laid, the earthworks being completed. Stations and buildings are still in an incomplete state, and it will probably not be finished for another 10 months.

This railway was pushed on with a view to discouraging competition from Haifa, but this ill calculated proceeding must land the company in a heavy loss; for until the Damascus-Beyrout line is made which will not be for 3 or 4 years, it is difficult to discover what goods the Hauran line will have to carry. Cereal export is impossible on account of the prohibitive cost of carriage from Damascus to Beyrout, and there is little or nothing else for a railway to carry in the wilds of the Hauran. Until the company completes its connection with the sea the Hauran Railway is useless.

In connection with this company it may be mentioned that by its concession it is provided that three tramways should be made in Damascus itself, but it is doubtful whether this provision will be carried out. The difficulty of running a tramway through the town is immense on account of the narrowness of the streets and the cost of expropriation. This is hardly desirable from any point of view.

The Damascus-Beyrout Railway is now in process of construction, but so much has been written lately in British journals with reference to it that scarcely anything remains to be said. The construction is difficult and it is apparently not to be built on solid lines, which will increase the working expenses. Were a long tunnel to be built in the Lebanon, though the first cost would be much greater, the line would have had a better chance of success, and the difficulties of the snow would have been obviated. I understand that only a small tunnel 500 yards in length is contemplated which leaves the snow difficulty untouched.

The Haifa-Damascus Railway has also been commenced, but no works have hitherto been begun within this district. This line has everything in its favour, a partially protected harbour, a level country except for about 10 miles, and a fertile and rich district. There seems no reason why success should not follow.

DAMASCUS.

7

Annex 1.—RETURN of Principal Articles of Import to Damascus during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton yarns	Bales ...	2,550	83,250	2,150	55,000
T-cloths, &c.	Pieces ...	300,000	112,500	240,000	92,000
Cotton prints ... ..	... ..	...	7,000	...	4,000
Woolens ... ..	... ..	...	34,100	...	25,100
Silk and muslin manufactures ..	Cases ...	142	8,250	130	7,880
Fezzes ... ..	... ..	65	4,000	92	7,200
Raw silk	Bales ...	665	60,000	873	72,000
Indigo	Cases ...	275	17,410	265	19,572
Petroleum ... ..	... ..	60,000	17,266	42,000	13,597
Rice	Cwts. ...	37,500	32,000	41,520	34,000
Coffee ... ..	... ..	6,250	36,000	4,375	25,180
Sugar ... ..	... ..	50,000	60,000	42,500	51,150
Salt ... ..	... ..	20,000	6,150	21,250	7,640
Iron	Tons ...	1,025	13,000	675	8,000
Copper and brass ... ..	... ..	133	8,773	90	6,000
Leather and skins... ..	... ..	...	14,000	...	27,400
Hardware	Cases ...	1,389	19,600	1,500	20,000
Drugs ... ..	... ..	...	7,200	...	8,000
Sundries ... ..	... ..	...	70,800	...	58,000
Total	...	...	611,304	...	541,719

Annex 2.—RETURN of Principal Articles of Export from Damascus during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Flour	Cwts. ...	187,500	70,000	125,000	53,960
Grain ... ..	... ..	...	7,600	...	20,000
Wool... ..	Bales ...	4,375	27,700	3,875	24,000
Silk and cotton fabrics ... ..	... ..	...	135,000	...	120,000
Apricot paste	Cwts. ...	45,000	18,000	27,520	16,000
Dried apricots ... ..	... ..	14,400	16,700	7,500	16,200
Apricot kernels ... ..	... ..	17,530	14,000	7,000	9,440
Baisins ... ..	... ..	2,160	1,500	1,500	1,200
Curtains and divans	Bales ...	400	4,500	350	4,000
Brass and inlaid work	Cases ...	470	13,000	300	8,900
Liquorice	Cwts. ...	6,250	2,300	8,400	2,000
Skins... ..	... ..	70,000	6,880	40,000	3,000
Biscuits	Cwts. ...	5,000	3,200	10,000	6,000
Guts	Cases ...	110	1,040	100	850
Ropes	Cwts. ...	11,250	16,200	12,500	16,000
Fruits ... ..	... ..	12,500	8,000	10,000	6,000
Sundries ... ..	... ..	...	85,800	...	50,550
Total	...	...	429,800	...	358,100

Annex 3.—TABLE showing the Total Value of all Articles
Exported from and Imported to Damascus from and to
Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Austria	7,243	6,385	63,500	46,700
Belgium			23,578	11,640
England	17,200	18,225	270,660	239,110
France	12,980	13,685	63,400	72,450
Germany	10,500	5,880	31,100	26,172
Italy	4,000	5,310	22,950	27,300
Russia	1,500		17,266	13,597
Turkey	344,660	279,185	97,350	74,640
Other countries ..	31,800	29,430	21,500	30,110
Total	429,880	358,100	611,304	541,719

LONDON :

Printed for Her Majesty's Stationery Office,

By HARRISON AND SONS,

Printers in Ordinary to Her Majesty.

(75 7 | 93—H & S 1590)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1264.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF JEDDAH.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1102.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH. and
90, WEST NILE STREET, GLASGOW: or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—151.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's
Diplomatic and Consular Officers at the following places, and may be
obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1144. Old Calabar	2d.	1204. Syra	1d.
1145. Trieste	1½d.	1205. New Orleans.. ..	2½d.
1146. Quito	1d.	1206. Suakin	1½d.
1147. Buenos Ayres	6d.	1207. Caracas	1d.
1148. Bogotá	1d.	1208. Somali Coast.. ..	1d.
1149. The Hague	2d.	1209. Nantes	1d.
1150. Mexico	2½d.	1210. Tahiti	2d.
1151. Florence	2d.	1211. Ichang	3½d.
1152. Calais	1d.	1212. Wenchow	1d.
1153. Lorenzo Marques	1½d.	1213. Havana	2d.
1154. Patras	1d.	1214. Cagliari	1d.
1155. Taganrog	1d.	1215. Old Calabar	½d.
1156. Stockholm	1d.	1216. Foochow	1d.
1157. Washington	2d.	1217. Wuhu	1d.
1158. Paris	1½d.	1218. Vera Cruz	1½d.
1159. Bengazi	1d.	1219. San José	1d.
1160. Santos	2½d.	1220. Antwerp	1d.
1161. Buenos Ayres	1½d.	1221. Mogador	2½d.
1162. Nantes	1d.	1222. Berlin	1½d.
1163. Beira	5d.	1223. Rome	1d.
1164. Galveston	1½d.	1224. Constantinople	6½d.
1165. Berlin	1d.	1225. Barcelona	2½d.
1166. Bordeaux	2½d.	1226. Madeira	5½d.
1167. Calais	2½d.	1227. Soul	1½d.
1168. The Hague	2d.	1228. Chinkiang	1d.
1169. Athens	12d.	1229. Newchwang	1d.
1170. Galatz	1½d.	1230. Chungking	1½d.
1171. Guayaquil	1d.	1231. Hankow	1d.
1172. Riga	2d.	1232. Odessa	2d.
1173. Trebizond	1d.	1233. Chicago	3d.
1174. Havre	2½d.	1234. Taganrog	2½d.
1175. Saigon	½d.	1235. Ningpo	1d.
1176. Baltimore	1½d.	1236. Mannheim	1d.
1177. Brest	1d.	1237. Dunkirk	1d.
1178. Buenos Ayres	½d.	1238. Macao and Timor	1d.
1179. Adrianople	½d.	1239. Madrid	½d.
1180. Algiers	2½d.	1240. Port-au-Prince	2d.
1181. Boston	1d.	1241. Frankfort	3d.
1182. Marseilles	1½d.	1242. Erzeroum	1d.
1183. Warsaw	1d.	1243. Palermo	3½d.
1184. Piræus	1½d.	1244. Naples	1d.
1185. Callao	1d.	1245. Guatemala	1d.
1186. Jerusalem	½d.	1246. Madrid	1d.
1187. Chefoo	1½d.	1247. Gothenburg	2d.
1188. Munich	2d.	1248. Brindisi	2½d.
1189. Resht	1d.	1249. Fiume	2d.
1190. Batavia	1½d.	1250. Leghorn	2½d.
1191. Batoum	1½d.	1251. San Francisco	5½d.
1192. Tainan	1d.	1252. Bushire	2d.
1193. Amoy	1d.	1253. Nagasaki	1d.
1194. Zanzibar	4d.	1254. Smyrna	1d.
1195. Corunna	2d.	1255. Yokohama	1½d.
1196. Algiers	15½d.	1256. Stockholm	1½d.
1197. Pakhoi	1d.	1257. Lisbon	1½d.
1198. Nice	1½d.	1258. Tientsin	1d.
1199. Kiungchow	1½d.	1259. Port Said	1d.
1200. Aleppo	1d.	1260. Hiogo and Osaka	2½d.
1201. Stettin	4½d.	1261. Damascus	1d.
1202. Swatow	1d.	1262. Samoa	½d.
1203. Charleston	2½d.	1263. Rio Grande do Sul	2½d.

No. 1264.

Reference to previous Report, Annual Series No. 1102.

TURKEY.

JEDDAH.

Consul Richards to the Earl of Rosebery.

My Lord,

Jeddah, June 10, 1893.

I HAVE the honour to transmit herewith to your Lordship my Trade Report for last year as well as that of Mr. Vice-Consul Tameezuddeen.

I have to express my regret that these Reports should have been so long delayed, but owing to the fact that the local customs authorities refuse to supply me with any statistics whatever, I have been obliged to have recourse to private sources for information, which under ordinary circumstances I could have obtained without any delay from the proper quarter.

I have, &c.

(Signed) W. S. RICHARDS.

Report on the Trade and Commerce of Jeddah for the Year 1892.

ABSTRACT of Contents.

	PAGE
Jeddah—	
General review of Jeddah trade	2
Exports	2
Imports	3
Import trade with British India	4
Pilgrim traffic	4
Shipping	5
Return of the general import trade	6
„ import trade with British India	7
„ general export trade.. .. .	7
„ all shipping	8
„ the pilgrim traffic.. .. .	8
Hodeidah—	
Shipping and navigation	9
Imports and exports	9
Agriculture	10
Population and industries	11
Public works, &c.	11
General remarks	12
(1600)	A 2

General Review of Trade.

Trade generally appears to have been of a normal description last year, indeed, so far as I can gather from previous reports, the total volume, as well as value of the imports, more especially have been very much the same for the last 5 or 6 years. Previously to that date, the trade of Jeddah was undoubtedly very much larger both in imports and exports and for the following reasons. As regards imports, Jeddah was at one time the distributing centre for both Suakin and Massowah, but now both of these towns import all the goods that they require direct from India and Europe, especially from the former. In the matter of exports, the mother-of-pearl industry, which at one time was of very considerable importance, has been almost entirely ruined, so far as the Jeddah export merchants are concerned, by the unwise policy adopted by the Turkish Government in recent years of subjecting this article of commerce to an import duty of 8 per cent. Inasmuch as at Suakin, Massowah, and Aden there is an import duty of 1 per cent. only, the mother-of-pearl fishers naturally take their goods to those markets rather than to that of Jeddah.

Exports.

As I have just stated, the export trade of this district is in anything but a flourishing condition, and I see no immediate prospect of any improvement. I need hardly state that the Hejaz produces next to nothing, more especially in the narrow strip of land known as El-Tehama which runs the whole way down this coast, even as far as Bab-el-Mandeb. It is true that in the neighbourhood of Taif, 140 miles to the east of Jeddah, there is a certain amount of wheat, barley, lentils, and chick-peas which are cultivated with some success, but only in sufficient quantities to supply the needs of the immediately surrounding population; there is not even any surplus which could be sent to Jeddah, which is entirely dependent on foreign countries for its cereal food supply. This being so, the possible field of operations in the export trade is strictly limited, being confined to mother-of-pearl, gum, skins, and hides, and a few minor article of which henna is the principal.

Very limited
in amount.Mother-of-
pearl.

The best mother-of-pearl shells are found rather in the southern waters of the Red Sea on both its coasts, so that Massowah is the nearest and in every way the most convenient market for the fishermen to dispose of their goods which, owing to the smallness of the import duty on that article there (as previously mentioned) they do with no small advantage and profit to themselves. These shells are sold by the "farassoulah"—a local measure—which is equivalent to about $21\frac{1}{2}$ lbs. The average market price in Jeddah of a "farassoulah" of mother-of-pearl shells is $4\frac{1}{2}$ dollars, *i.e.*, about 10s.

Increasing
demand for
mother-of-
pearl.

The demand for mother-of-pearl increases annually, more especially in the United States, which country was, until quite recently, the best customer Austria (the middleman as it were between the Red Sea exporters and the United States buyers) had for this class of goods. The shells used to be sent to a very

large extent to Trieste, where (or possibly in Vienna itself) they were worked up into buttons, &c., and then re-exported to America where the demand for them was very large. Especially in the United States.

But as one of the results of the McKinley Tariff, an import duty of 20 per cent.* was recently imposed on mother-of-pearl buttons, and (I believe) on all other articles into the composition of which mother-of-pearl largely enters, and so the Austrian export trade in this article was very considerably reduced. The object of the United States Government being to foster native industries, there is no duty whatever on mother-of-pearl shells imported in the rough state, they being then worked up in that country under the supervision of skilled workmen who are specially imported from Austria for that purpose.

Jeddah gum is of a good quality, but is not equal to that of Kordafan which is nearly white and more friable than that which is found in this district. Gum is found in large quantities throughout this district, but more especially in those of Yembo and Medina. There are several qualities of gum, the best being almost white in colour, while the darker hued red varieties are considered much inferior. The chief markets for Jeddah gum are London and Trieste. Unfortunately, the dock charges at the former port being excessively heavy (so, at least, I am informed by the principal gum exporter here), it is much more profitable to export to Trieste than to London. Trieste being a free port, the only dues paid on imported goods amount to about $\frac{1}{4}$ per cent. of their value. Gum arabic.

Mostly exported to England and Austria.

Even this charge which is made for storage, and is paid to the Commission Agent (Consignee) who stores the goods in his own warehouse is not always exacted, in which case imported goods are free of all dues and charges whatever. More profitable to consign in the Trieste than in the London market.

In London, on the other hand, the dock dues amount in many cases to 6 per cent. of the value of the good themselves. Generally speaking, nine times as much is paid in London for dock charges as is paid in Trieste, *i.e.*, under the most unfavourable existing conditions in the latter port. This being so, it is not surprising that exporters should, other things being equal, prefer the Austrian to the English port.

Of other exports, ox hides, and sheep and goat skins are sent mostly to the United States and Great Britain, while in the latter country is also found the best market for senna and tortoise-shell. Skins and hides.
Senna and tortoise-shell.

The honey and beeswax are exported to India, the amount of either, however, being very small.

Imports.

Last year's import trade was, on the whole, fully up to, if not a little above the average of late years. The only noticeable falling off was in rice, and to a very much less extent in barley. Imports.

* The tariff in the United States is as follows:—Pearl and shell buttons $2\frac{1}{2}$ c. per line button measure of one-fourtieth of 1 inch per gross, and in addition thereto 25 per cent. ad valorem (Para. 429).—ED.

Rather above the average in volume. As regards rice, I find that the amount imported in 1890 was very much above the average, so that in reality the falling off in last year's import of that article is only apparent, and the figures compare favourably with those of previous years, with the solitary exception of the year mentioned. British goods do not figure by any means prominently in the Jeddah import trade, being confined apparently to manufactural goods. By British goods, I mean goods imported directly from Great Britain. There is, however, a very large and yearly increasing import trade between this part of Arabia and British India, the total value of which is indeed considerably greater than that of all of the rest of the import trade put together. To emphasise this fact, I have thought it best to make a separate table of the Indian import trade.

Large import trade between British India and Arabia.

And here I should mention that it is more profitable to import such English goods as iron and ironware, window-glass, tin-plates, &c., from India rather than from England, because the demand for such articles in a country like Arabia is necessarily very limited, and consequently no discount can be obtained from London dealers, whereas, comparatively favourable terms are obtainable from wholesale houses in India.

Rice. By far the most important item in the Indian import trade is rice, of which 125,000*l.* worth entered Jeddah in the course of the year. It was all shipped from Calcutta. Manufactured goods rank next in importance; indeed by far the greater part of the cotton goods imported into the Hejaz come from British India. They are mostly madapolams, long cloth, white shirtings, and muslin. The silk goods, a comparatively small quantity, come mostly from Surat, while Bombay sends us most of the cottons. Indian muslin is undeniably superior to that imported here from England.

Indian cottons.

Cereals. The Indian cereal import trade also is considerable, being quite equal in volume to that coming from all other sources. As regards wheat, maize, and wheaten flour, Bussorah is the principal rival of Bombay. Although Indian wheat is superior to that grown in Bussorah, yet the latter, being at least 20 per cent. cheaper than its rival, obtains a considerable sale.

Sugar. Of other Indian imports sugar (powdered), which is largely sold here, is grown in Mauritius. There is not much difference between its market price and that realised by the Trieste and Marseilles articles. The amount imported from England is very small.

Coffee. Tea. Most of the coffee imported from India comes from Java, while the tea for which there is, comparatively speaking, a large demand, Arabs being great tea drinkers, is partly of Indian and partly of Chinese growth.

Pilgrim traffic. The number of pilgrims landed here and at Jembo last year was unusually large, and, thanks to the absence of cholera or any other epidemic, the pilgrimage was undertaken under the most favourable conditions. British Indian pilgrims were less numerous than in former years, while the number of Javanese was greater than in any previous year. At the same time, I would point out that, under the heading of Javanese, British Malay subjects are

British Indian pilgrims.

included for the reason, that having no British passports, and being brought here in the same vessels as the Javanese and Dutch Malay subjects, they are confounded by the quarantine authorities with the latter, and so are catalogued under the general heading of Javanese. There appears to have been an increase in the numbers of Egyptian pilgrims during the last two or three years, although at one time they were very much more numerous. It appears from figures derived from an official source that nearly 50 per cent. of the whole number of pilgrims reached this country in British bottoms. This is, of course, satisfactory to a certain extent, but at the same time it must be admitted that the proportion of British vessels so employed in past years was considerably larger.

Javanese pilgrims (so-called).

Egyptians.

Half of the pilgrims reach Jeddah in British vessels.

Shipping.

Last year's shipping returns are, on the whole, satisfactory, in so far as Great Britain is concerned; indeed, the position occupied by British vessels as the principal carriers to and from this country is even better than would appear from an examination of the figures in the accompanying table, for whereas the total number of British vessels which entered into and cleared from this port only one-half were engaged in the pilgrim-carrying traffic at all, and of them 30 per cent. only brought a full complement of pilgrim passengers. The Turkish, Dutch, and Egyptian steamers who occupy such prominent positions in the shipping return owe them largely to the fact that they were engaged in the pilgrim-carrying trade, and not in the transport of general merchandise; for instance, of the 55 Turkish steamers which figure in the return, 25 brought pilgrims here, of the 44 Dutch vessels 31, and of the 60 Egyptian ships 44 were also mainly engaged in this traffic. Judging by these figures, it is the Turkish vessels which come next to the British as carriers of general cargoes, as distinguished from those ships which appeared here in the character of pilgrim transports. These Turkish steamers, however, which belong for the greater part to the Idaré-i-Makhsoussé Steamship Company of Constantinople, are mostly employed by the Ottoman Government in the transport of troops and stores of various kinds between Constantinople and the three chief ports on the Eastern Red Sea littoral. The Austrian-Lloyd steamers used at one time to discharge this function to a considerable extent, but latterly they have almost entirely abandoned their Red Sea itinerary.

British vessels.

Turkish vessels.

The Egyptian shipping figuring in the return consists entirely of the steamers belonging to the Khedivieh Steamship Company, whose boats touch at Jeddah twice a fortnight on their way down, viz., once from Suez to Suakin, Trinkitat, Massowah, Hodeidah, and Aden, and then again on their return journey to Suez.

Egyptian vessels.

The few French steamers mentioned were exclusively occupied with the transport of Algerians and Tunisian pilgrims to and from Jeddah.

French vessels

Dutch vessels. The Dutch steamers which figure in the return belong to three companies—the Stoomvaart Maatschappij “Nederland,” the Stoomvaart Maatschappij “Oceaan” of Amsterdam, and the Rotterdamsche-Lloyd of Rotterdam; but although in point of tonnage they rank next to British vessels, they are by no means serious rivals for the latter in the general cargo-carrying trade, seeing that, as previously mentioned, 31 vessels, out of a total number of 44, brought only pilgrims to this port.

On the whole, therefore, I repeat, the position occupied by British shipping here is decidedly satisfactory.

Public Works.

Nothing in the way of public works was done here last year.

RETURN of Principal Articles of Import to Jeddah during the Year 1892.

Articles.	Countries whence Imported.		Quantity.	Value.
				£
Wheat	Busrah and Egypt ..	Quarters	20,900	24,600
Barley	” Syria ..	”	11,625	8,800
Beans	Egypt	”	915	1,330
Chick-peas ..	”	”	165	610
Lentils	”	”	390	425
Other cereals	Yemen	”	..	12,350
French beans	Trieste and Constantinople ..	”	200	475
Manufactures ..	England	Bales ..	923	8,770
”	Syria and Egypt ..	Bundles ..	500	15,750
”	England (Ex steamship “Malik” stranded)	” ..	..	12,000
Carpets	Persia	Bales ..	475	26,950
Rugs	”	” ..	118	5,150
Tombac Keiseroun ..	”	Cwts. ..	6,780	13,890
” Hommi ..	Hadramout	” ..	3,454	16,535
” Bedoween ..	Yemen	” ..	17	100
Cigarettes and tobacco	Turkey	” ..	1,850	29,800
Sugar	Trieste, Marseilles, and Egypt ..	Lbs. ..	1,612,000	16,800
Coffee	Yemen	” ..	345,000	13,125
Dates	Busrah and Muscat ..	Cwts. ..	27,920	8,300
Timber	Straits Settlements and Zanzibar ..	Number ..	147,200	10,180
White deal planks ..	Trieste	” ..	12,000	1,450
Soap	Syria	Cwts. ..	5,230	6,860
Petroleum	United States America	Cases ..	24,000	6,000
Ghee	Yemen, Busrah, and Syria ..	Cwts. ..	1,840	5,000
Incense	Hadramout	” ..	3,280	2,050
Gum arabic	Yemen	” ..	1,640	1,450
Sail cloth	Persia	Bales ..	1,540	1,150
Copper	Turkey and Egypt ..	Cwts. ..	230	1,150
Various	”	” ..	..	4,000
Total	..	..	..	255,050

RETURN of Principal Articles of Import to Jeddah from India
during the Year 1892.

Articles.		Quantity.	Value.
			£
Rice	Quarters ..	68,000	125,000
Wheaten flour	" ..	11,800	19,175
Wheat	" ..	11,250	18,250
Maize	" ..	7,750	8,400
Manufactures	Bales ..	1,007	} 68,625
"	Bundles ..	763	
"	Boxes ..	818	
Powdered sugar	Cwts. ..	12,350	10,100
Coffee	" ..	2,175	9,000
Tea	" ..	1,025	7,700
Ginger	" ..	2,800	6,500
Pepper	" ..	1,610	2,010
Sesame	" ..	3,900	2,115
Cardamum	" ..	145	1,000
Other groceries	" ..	" ..	9,150
Silk	Cwts. ..	100	3,200
Iron and nails	Tons ..	200	2,250
Copper vessels	Cwts. ..	250	1,125
Tin plates	" ..	1,410	2,110
Pewter	" ..	315	1,560
Perfumes	Lbs. ..	7,800	1,940
Aloe wood	" ..	3,000	1,700
Indigo	Cwts. ..	160	1,150
Hemp	" ..	2,000	1,050
Window-glass	Plates ..	24,900	310
Cocoanuts	Number ..	24,000	75
Various	" ..	" ..	4,500
Total	" ..	" ..	307,995

RETURN of Principal Articles of Export from Jeddah during the
Year 1892.

Articles.		Quantity.	Value.	Whither exported.
			£	
Goat skins	Number	33,750	2,110	America and England
Sheep skins	"	103,000	6,400	" "
Ox hides	"	1,850	185	" "
Henna	Lbs. ..	87,500	1,200	Constantinople, Turkey
Senna	" ..	22,500	300	England
Gum arabic	Cwts. ..	5,500	6,800	"
Tortoise-shell	Lbs. ..	600	300	"
Mother-of-pearl shell	Cwts. ..	4,800	12,000	America and England
Honey	" ..	40	100	India
Wax	" ..	40	200	"
Lavender	" ..	2,000	700	Persia and India
Almonds	" ..	800	600	India
Total	" ..	" ..	30,895	

TURKEY.

RETURN of all Shipping at the Port of Jeddah during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	623	121	161,759	122	162,382
Turkish	6	4,335	49	40,212	55	44,547
Dutch	...	...	44	69,386	44	69,386
Egyptian	...	...	60	38,613	60	38,613
French	...	...	8	6,892	8	6,892
Austrian	...	...	3	4,271	3	4,271
Zanzibarian	...	...	2	1,810	2	1,810
Greek	...	...	1	1,502	1	1,502
Total	7	4,958	238	324,445	295	329,403

NOTE.—All the above ships having cleared from this port, it has not been thought necessary to make out a separate return under that heading.

RETURN of all Pilgrims who Landed at Jeddah and Yembo during the Haj Season of the Year 1892.

Description.	Number of Pilgrims.
British Indians	10,959
Egyptians	7,900
Moors, Algerians, &c.	4,829
Javanese	11,508
Turks and Syrians.. ..	7,528
Arabs	1,246
Persians	1,021
Yemenese	2,693
Soudanese	288
Bokharians.. ..	3,159
Pilgrims who landed at Yembo	3,360
Arrived by coasters, nationality unknown	3,316
Total	57,807

HODEIDAH.

Mr. Vice-Consul Tameezuddeen reports as follows :—

Shipping and Navigation.

The following is the return of shipping during the year 1892:—

42 steamers entered and cleared at Hodeidah. Out of the above are 25 British (tonnage, 38,955), 6 Egyptian (tonnage, 22,136), 10 Turkish (tonnage, 8,358), and 1 Austrian-Lloyds (tonnage, 1,996). British and foreign tonnage.

From the above it is to be understood that many British steamers made 2, some 3, some 11, and one 39 voyages to Hodeidah. Some of the Egyptian steamers also came here 7 or 8 times. Voyages of British and foreign vessels to Hodeidah.

Few steamers came from England; some came from America. Many of the Turkish steamers came from Constantinople, and brought Turkish soldiers and provisions. The British steamers that arrived here mostly belonged to the Bombay and Persia Steam Navigation Company, Haji Kassim, and Messrs. Cowasjee, Dinshaw, and Brothers, of Aden. Before Messrs. Cowasjee, Dinshaw, and Brothers, of Aden, began running their steamers between Hodeidah and Aden, many more steamers of the Austrian-Lloyd Company used to come to Hodeidah, but last year there was only one steamer of that company at this place. Foreign and British shipping at Hodeidah.

Imports and Exports.

Last year I was able to give only a rough idea of the import and export trade of the place, but this year the Turkish Custom-house authorities gave me the following returns:—

RETURN of the Principal Articles of Import during the Year 1892.

Articles.				Quantity.	Approximate Value.
					£
Grain of all sorts	..	Bags	..	100,000	400,000
Cotton (sheetings, &c.)	..	Bales	..	25,750	233,333
Petroleum	..	Cases	..	100,000	16,000
Silk and silver works	..	Bales	..	1,290	26,666
Sundries	..	Packages	..	75,000	40,000
Total	..	..	..	..	715,999

RETURN of the Principal Articles of Export during the
Year 1892.

Articles.				Quantity.	Approximate Value.
					£
Skins and hides..	..	..	Bales..	5,480	85,200
Coffee for Europe	..	..	Bags ..	489,000	384,000
„ Egypt	..	..	„ ..	3,750	25,200
Sundries	..	..	Packages ..	40,600	29,333
Total	..	..	..	..	523,733

Imported
goods.

Of the articles of import the grain, viz., all kinds of cereals and rice comes chiefly from India, and some from Europe; cotton manufactured goods and petroleum from America; sugar and paper from France; and hardware, timber, and paper from Austria. Manufactured goods very often are brought by British-Indian merchants from India and Great Britain. Persia supplies the country with dates and carpets. Tobacco used to be imported from Persia, Egypt, Turkey, and India; but of late the Régie got the monopoly, and the importation of tobacco has been forbidden. Batoum has lately begun to send petroleum into the country.

Export goods.

As regards exports, cotton and indigo, which grow in the country, are used for the manufacture of a kind of cloth for export to other parts of Arabia. Pearls, senna, and myrrh mostly go to India, but some are taken from this place to Aden for trans-shipment to Europe and America. Rock salt in large quantities is shipped from Salif to India.

Salt works at
Salif.

At the close of the last Haj season I took the opportunity of visiting the saltworks at Salif—a place on the mainland, about 3 miles from Cameran. The salt is worked out there at present in a primitive style. Miles and miles of the country, extending from the sea-coast to the interior, have a thin crust of earth above and rock-salt beneath. The director of saltworks told me that it is intended very shortly to improve it by the construction of a light railway from the works to the shore, where a substantial pier is to be built.

Agriculture.

Annual crops.

Yemen being a very fertile province of Arabia, in most places there are two, but in some places there are three crops every year. About 20 miles from Hodeidah in the interior there are mountains and rivers. Rain falls abundantly in June, July, and August. Last year, owing to heavy rains in the interior, the price of coffee and skins rose very high.

The agricultural products besides coffee are lentils, wheat

grapes, fruits of almost every description, maize, dourra, pump-kins, bringals, plantains, dates, and sweet potatoes. Vegetable products.

Amongst the animals donkeys, camels, and sheep abound. In some places deer and gazelles are found. Animals.

Population and Industries.

The population of Yemen is estimated to be 3,000,000; but partly owing to the Turkish Government not having any proper statistical department, partly on account of the nomadic existence of many people in the interior, and partly from prejudices and superstition of the country, it is impossible to arrive at a correct solution on this head. The Arabs of the present day do not resemble the Arabs of the 15th and 16th centuries, when they were the only pioneers of civilisation, and when they extended their conquests from Spain in the West to China in the East. Nowadays, on account of their intermarriages with slaves brought from Africa, the Arabs have morally and physically degenerated. Although I have seen some Arab captains using a rude kind of compass, I think the modern Arabs study neither navigation nor any other sciences.

I have been informed by a trustworthy person that there are iron, coal, and copper in great quantities near Saná, and gold is found in some places. Rock salt is found at Salif. Mineral products.

Yemen being very fertile, the chief occupation of the people is agriculture; next to that comes commerce, especially among the inhabitants of great cities and in places bordering the sea. Industries.
Manufacture (dyeing and weaving of cloth) comes last.

Public Works, &c.

There are no railroads in Yemen, although in a way Hodeidah being politically and commercially the gate of the country, the Turks by making railroads, by using coal and iron from Saná and other places in the interior can improve the country and their revenue. No railroads.

Every week letters go to and come from Saná, Loheya, and Cameran (during the Haj season). Inland mail.

The Egyptian steamers used to bring the post from Jeddah every fortnight, but since Hodeidah has been put in quarantine they come to this place once a month. Sea post.

Letters from Europe and India are brought to (viâ Aden) and taken from Hodeidah by the steamers of Messrs. Cowasjee, Dinshaw, and Brothers once a week. Mails reach this place from India in about 10 days, and from Europe in about three weeks. Indian mail and mail from Europe.

Hodeidah has telegraphic communication with the interior, Jeddah and Aden (viâ Perim). Telegraphs.

General Remarks.

A short geographical and historical description of Yemen, in which province of Arabia Hodeidah is situated, may be of interest.

Geography of
Yemen.

The province of Yemen is situated in that part of Arabia which is bounded on the north by the Hejaz, on the north-east by the Great Arabian desert, on the south-east and south by Hadramout, and the Gulf of Aden, and on the west by the Red Sea. It is a very fertile country. Properly speaking, it is divided into—Tehama, part of the country bordering the Red Sea, and extending from 30 to 50 miles inland; and the interior, spreading from Tehama to the great desert of Arabia. The most important towns in Yemen, namely, Loheya, Feizan, Zobeid, Beit-al-Fakih, Mocha, and Hodeidah, are in Tehama. Saná is the capital of the province. It is about five days' journey from Hodeidah, and is the seat of a Turkish Governor-General. The climate of Saná is cool. Loheya is a seaport town of some commercial importance. Beit-al-Fakih is noted for the manufacture of a kind of cloth used by the Arabs. Zobeid was formerly the capital of Tehama. Mocha was in ancient times the most important seaport of the Red Sea coast, but is at present in ruins. Hodeidah is now the capital of Tehama, with a Pasha as Governor.

Before the Portuguese came to discover the East through the south of Africa Yemen was noted for commerce between the Mediterranean Sea and India, Persia, and other countries of the East. As usual with every fertile country, Yemen has several times invaded by many nations—the Assiris, the Egyptians, and the Turks, and is nowadays under Turkish rule.

Mocha.

During the 15th century Mocha rose into eminence as regards commerce. It was at that time that coffee was first introduced into Yemen. During the 17th century the Dutch and the East India Companies established factories at Mocha, and in the 18th century the French followed suit. Mocha was a very thriving seaport until 1839, when Aden became a British possession. Since that time Mocha has fallen, so much so that nowadays only some ruined buildings and huts mark the position of the place. A custom-house officer is kept here by the Turkish Government.

Hodeidah.

Hodeidah at the present moment is the most flourishing seaport town in Yemen. Since the fall of Mocha most of the coffee trade of that place has found its way into it. It is a large fortified town, with a population of 50,000. About 500 Turkish soldiers are permanently stationed here. It is situated in latitude $14^{\circ} 45'$, longitude $42^{\circ} 51'$, on the Red Sea.

The pier of
Hodeidah.

I regret to say that the pier here is in a deplorable condition. Since my arrival here I have spoken many a time to the Turkish authorities about it, but without any good result. Of late about 60% worth of goods belonging to British-Indian subjects fell into the sea, owing to the breakage of a part of the pier, and I have claimed damages from the Turkish Government. I think it is

absolutely necessary to obtain concessions from the Turkish Government for foreign Powers to rebuild the pier and improve the harbour, which is at present nothing but a mere open roadstead, but which with money spent on it could be made a good harbour; then, I am almost sure, many more British steamers will enter the port, and commerce will increase.

About the middle of September, 1892, cholera broke out in ^{Cholera.} military quarters at Hodeidah and then spread among the civil population. There are, I think, still cases of cholera in the interior, and Hodeidah is now in quarantine.

The chief diseases of the country that have come under my observation are eye diseases and a kind of ulcer, resembling ^{The chief diseases of} "oriental sore." As there are no hospitals here that are main- ^{Yemen.} tained by our Government, I have not been able to treat the cases. Many persons of this country suffering from stone in the bladder go to Aden for treatment. During the winter when rain falls the inhabitants of this place suffer from ague.

In conclusion, I beg to state that 50 per cent. of the import ^{Trade} trade is in the hands of the British-Indian merchants, and the ^{percentage.} rest is, in about the following percentages, amongst other people, viz., the Greeks 20 per cent., the Italians 8 per cent., the Americans 10 per cent., and the Arabs and others 12 per cent.

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 7 | 93—H & S 1600)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

No. 1271.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

FURTHER REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF ERZEROU
(VAN AND KHARPUT.)

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1242.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
82, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW: or
HODGES, FIGGIS, & Co., Limited, 104, GRAYTON STREET, DUBLIN.

1893.

[C. 6855—153.]

Price One Halfpenny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1151. Florence	2d.	1211. Ichang	3½d.
1152. Calais	1d.	1212. Wenchow	1d.
1153. Lorenzo Marques ..	1½d.	1213. Havana	2d.
1154. Patras	1d.	1214. Cagliari	1d.
1155. Taganrog	1d.	1215. Old Calabar.. ..	½d.
1156. Stockholm	1d.	1216. Foochow	1d.
1157. Washington	2d.	1217. Wuhu	1d.
1158. Paris	1½d.	1218. Vera Cruz	1½d.
1159. Bengazi	1d.	1219. San José	1d.
1160. Santos	2½d.	1220. Antwerp	1d.
1161. Buenos Ayres	1½d.	1221. Mogador	2½d.
1162. Nantes	1d.	1222. Berlin	1½d.
1163. Beira	5d.	1223. Rome	1d.
1164. Galveston	1½d.	1224. Constantinople ..	6½d.
1165. Berlin	1d.	1225. Barcelona	2½d.
1166. Bordeaux	2½d.	1226. Madeira	5½d.
1167. Calais	2½d.	1227. Soul	1½d.
1168. The Hague.. ..	2d.	1228. Chinkiang	1d.
1169. Athens	12d.	1229. Newchwang.. ..	1d.
1170. Galatz	1½d.	1230. Chungking	1½d.
1171. Guayaquil	1d.	1231. Hankow	1d.
1172. Riza	2d.	1232. Odessa	2d.
1173. Trebizond	1d.	1233. Chicago	3d.
1174. Havre	2½d.	1234. Taganrog	2½d.
1175. Saigon	½d.	1235. Ningpo	1d.
1176. Baltimore	1½d.	1236. Mannheim	1d.
1177. Brest	1d.	1237. Dunkirk	1d.
1178. Buenos Ayres	½d.	1238. Macao and Timor ..	1d.
1179. Adrianople	½d.	1239. Madrid	½d.
1180. Algiers	2½d.	1240. Port-au-Prince ..	2d.
1181. Boston	1d.	1241. Frankfort	3d.
1182. Marseilles	1½d.	1242. Erzeroum	1d.
1183. Warsaw	1d.	1243. Palermo	3½d.
1184. Piræus	1½d.	1244. Naples	1d.
1185. Callao	1d.	1245. Guatemala	1d.
1186. Jerusalem	½d.	1246. Madrid	1d.
1187. Chefoo	1½d.	1247. Gothenburg	2d.
1188. Munich	2d.	1248. Brindisi	2½d.
1189. Resht	1d.	1249. Fiume	2d.
1190. Batavia	1½d.	1250. Leghorn	2½d.
1191. Batoum	1½d.	1251. San Francisco	5½d.
1192. Tainan	1d.	1252. Bushire	2d.
1193. Amoy	1d.	1253. Nagasaki	1d.
1194. Zanzibar	4d.	1254. Smyrna	1d.
1195. Corunna	2d.	1255. Yokohama	1½d.
1196. Algiers	15½d.	1256. Stockholm	1½d.
1197. Pakhoi	1d.	1257. Lisbon	1½d.
1198. Nice	1½d.	1258. Tientsin	1d.
1199. Kiungchow.. ..	1½d.	1259. Port Said	1d.
1200. Aleppo	1d.	1260. Hiogo and Osaka ..	2½d.
1201. Stettin	4½d.	1261. Damascus	1d.
1202. Swatow	1d.	1262. Samoa	½d.
1203. Charleston	2½d.	1263. Rio Grande do Sul ..	2½d.
1204. Syra.. ..	1d.	1264. Jeddah	1d.
1205. New Orleans	2½d.	1265. Vienna	3d.
1206. Suakin	1½d.	1266. Shanghai	3d.
1207. Caracas	1d.	1267. Bangkok	1½d.
1208. Somali Coast	1d.	1268. Meshed	1½d.
1209. Nantes	1d.	1269. Cadiz	2d.
1210. Tahiti	2d.	1270. Cherbourg	1d.

No. 1271.

Reference to previous Report, Annual Series No. 1242.

TURKEY.

ERZEROUM.

Consul Graves to the Earl of Rosebery.

My Lord,

Erzeroum, June 28, 1893.

I HAVE the honour to enclose herewith Trade Reports from Her Majesty's Vice-Consul at Van for the Van District, and from the Acting Vice-Consul at Diarbekir for the District of Kharput. The Erzeroum and Diarbekir Trade Reports have already been forwarded by Mr. Acting-Consul Fitzmaurice in his Despatch of the 20th ultimo.

I have, &c.

(Signed) R. W. GRAVES.

Report on the Trade of Van and Kharput for the Year 1892.

ABSTRACT of Contents.

	PAGE
Trade of Van	2
Trade of Kharput Vilayet	4

Table I.—RETURN of Principal Articles of Import into Van Vilayet during the Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
Raw cotton	4,550	9,600
Cotton prints	19,150	18,630
Woollens	29,500	13,000
Fezzes	1,280	9,000
Linens and calicoes	10,600	14,150
Silks	5,650	13,000
Manoussa	6,900	4,200
Cotton twists	1,140	3,400
Metals	7,600	8,550
Colonials	6,000	12,125
Rice	1,600	1,600
Dried fruits	3,800	2,173
Petroleum	2,700	2,000
Glass	900	1,150
Leather	2,000	3,500
Stationery	500	3,780
Live stock	..	1,800
Sundries	44,060	19,390
Total	147,930	141,053

RETURN of Principal Articles of Export from Van Vilayet during the Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
Sheep (50,000)	27,270	45,000
Mohair	550	500
Wool	2,730	300
Sheep and goat-skins	3,640	1,600
Lamb-skins	450	..
Wheat	7,270	800
Kilims (wool and felt rags)	2,050	2,500
Buffalo-skins	1,630	..
Loupes (walnut-wood)	2,280	2,000
Live stock	5,500	4,000
Silver-work objects	7,000	3,000
Tobacco	8,000	6,000
Woollen stuffs and articles of clothing	13,200	..
Dried fish	900	..
Soda	125	..
Furs	1,050	1,200
Sundries	..	9,000
Total	83,645	75,900

The total volume of trade last year is shown to be some 7 per cent. greater than it was in the preceding year; and this, though the past, on account of sheep disease chiefly, cannot be considered a good trade year. The increase is accounted for by a considerably larger receipt of woollens, and by a greater export of native products and articles woven or manufactured.

The import table calls for few remarks; the import of raw Cotton. cotton from Persia has been largely diminishing the last year or two; the petty native industries both here and at Bitlis are flagging as foreign manufactured calicoes and cotton stuffs are found superior. An unusually large supply of Austrian cloth and Austrian tweeds was received, and these are coming into more general use goods. than heretofore. A smaller quantity of silks and fezzes was called for, but no doubt the demand will return.

The export of sheep shows a serious diminution, resulting Cattle. from the prevalence of cholera at Aleppo during the preceding year, as mentioned in last year's report; but a far more deadly blow to the trade was dealt by the widespread sheep disease, which lasted through the summer. The trade may be expected to return to the normal annual figure of 80,000 head to 100,000 head, exported at a cost of about 11s. There was again an export of surplus grain, which generally happens once in two or three years; the wheat of Adeljivaz is of local repute as being Cereals. white and of fine quality. The workers in silver of the Van Bazaar did a larger trade than usual; tobacco boxes and such trifles are chiefly made, designs being wrought in by a mercury process as in the Caucasus, and these are forwarded to Constantinople. The woollen stuffs mentioned in the list are hand woven, chiefly in the sub-district Shattakh.

In conclusion, it may be once again pointed out that, while no official statistics are available, the estimates of various individuals consulted on matters of trade vary greatly, and therefore the tables of imports and exports should be regarded as but approximate.

TABLE II.

Country.	Imports.		Exports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	58,000	19,800	..	..
Austria	26,000	21,000	..	..
France	23,700	12,000	11,200	8,000
Germany	500	2,000	..	..
Persia	8,000	35,000	1,000	14,000
Russia	4,500	3,000	..	1,500
Other countries*	27,230	48,253	69,495	52,400
Total	147,930	141,053	83,645	75,900

* Including other parts of Turkey.

This list represents, rather than the amount of direct trade between the district and the countries named, the value of articles of foreign manufacture consumed here; almost the whole export trade is conducted with other provinces of Turkey; sheep for instance are exported to Aleppo, whence a proportion are again sent on to Egypt and the Greek Islands, and some few may eventually reach Brindisi and Marseilles.

The actual direct trade between Van and England has been reckoned at about 20,000*l*.T. annual value during the past seven or eight years; in the present report 58,000*l*. is shown as the approximate value of articles of British manufacture imported to Van, chiefly from Aleppo and Constantinople merchants; imports coming straight from home were probably slightly increased. The chief articles are :—

Articles.						Value.
						£
Prints ..	..	..	..	..	..	13,500
Calicoes ..	..	..	..	..	..	18,200
Woollens ..	..	..	..	..	..	3,750
Cotton yarns ..	..	..	..	..	..	2,000
Printed kerchiefs ..	..	..	..	..	..	5,500
Iron ..	..	..	..	..	..	3,500

Trade with France and Austria is sensibly developing, especially in imports; as already mentioned, unusually large supplies of Austrian woollens were received.

The trade with Persia shows a marked diminution; this partly on account of the smaller import of raw cotton, but other causes of a local and temporary character have contributed to the very large reduction stated.

DIARBEEKIR.

Mr. Acting Vice-Consul Boyajian reports as follows :—

Condition of
trade.

The value of all trade was slightly more than that of 1891. While the export diminished by nearly 20 per cent., import trade of all descriptions increased 10 per cent.

Supply of
money.

As will be seen from the annexed tables the value of all imports exceeded that of exports by 133,175*l*. This large sum was made up by cash sent to this province by those belonging to the Vilayet, who are labouring in the other parts of the Empire and in the United States of America. Those in the last-mentioned country alone contributed during the year more than 80,000*l*.

Home trade.

The value of export to different parts of the Empire was 6 per cent. less. This decrease has to be attributed to the bad harvest and scarcity of other articles of consumption, while the increase of import is due to the large quantity of grain imported from the Diarbekir Province.

The value of articles exported to foreign countries fell off about 30 per cent. The share of Great Britain alone being 42 per cent. Export.

Owing to a poorer crop and restricted demand in European Opium. markets a very large decrease will be noticed in the exportation of the Malatia opium, both in volume and in value, averaging 42 per cent.

A slight decrease in volume will be seen in goat-skins. This Goat-skins is due to a larger local use. Exportation of kid-skins is prohibited and kid skins. by the Government.

The decrease in the exportation is due to the heavy duty Furs. imposed upon the article by Russia, to which country they are exported.

The crop of cotton yielded last year in the province was Cotton, raw. 19,000 cwts., 14,000 cwts. of which were exported to different parts of the Empire. The falling off in value is to be attributed to the reduction in price averaging 10 per cent.

The native manufactured silk and cotton tissues and cloths are Native silk becoming generally used, and there will be noticed a slight increase and cotton in the value over that of 1891. stuffs.

There was an increase of 12,321*l.* or 10 per cent. in the value Import. of articles imported from foreign countries during the year. The gain of Great Britain being 3 per cent.

In sympathy with the increased use of native manufactured Cotton twists. cotton cloths, the importation from Great Britain of cotton twists was increased about 8.5 per cent. over the year before.

The value of long-cloths of every description imported from Long cloths. Great Britain during the year was almost the same as the year before, and about 25 bales were, for the first time, imported from the United States of America.

In proportion to the increased use of native cotton cloths, the Prints. importation of prints decreased 5 per cent. both in volume and in value.

The increase of indigo both in volume and in value was fully Indigo. 25 per cent. This is due to the large increase of the manufacture of native cotton cloths.

The value of woollens such as cloths, kerseymeres, and flannels Woollens. imported from Great Britain and other countries augmented during the year about 20 per cent.

Among the sundries may be mentioned petroleum imported Sundries. from Russia, which was the same as the year before. Coffee (France), slightly increased in volume; sugar (France and Austria), was the same as before; fezzes (Germany and France), stationary; matches, nails, and paper (Austria), stationary; dyes (Germany), increased 25 per cent.; leather (France), 33 per cent.; tin in bars (England), fell-off 25 per cent.; buffalo hides (Singapore), stationary.

It needs only to add that the trade of the Kharput province Seaports. is carried on through the mediums of Constantinople and Aleppo, the sea-ports being Samsoun and Alexandretta.

**Annex A.—RETURN of Principal Articles of Export from the
Vilayet of Kharput during the Years 1892-91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Foreign—					
Opium	Cases ...	260	11,700	500	20,250
Poppy seeds	Tons ...	450	1,546	832	3,093
Skins—					
Goat	Dozens ...	7,500	6,862	8,000	8,133
Kid	" ...	500	369	150	75
Furs	" ...	...	2,500	...	3,000
Kernels, apricot... ..	Tons ...	5	125	3	71
Cocoons	Lbs. ...	6,000	400	8,000	565
Almonds	Cwts. ...	300	750	...	...
Yellow berries	Tons ...	8	120	...	...
Sundries	" ...	...	800	...	1,000
Total		...	25,162	...	36,187
Turkey—					
European goods	" ...	...	1,500	...	4,500
Cotton and silk stuffs	" ...	...	16,000	...	15,500
Cotton, raw	Cwts. ...	14,000	24,300	14,000	27,000
Soap	Tons ...	12	600	12	720
Fruits	" ...	...	300	...	500
Native shees	" ...	...	400	...	400
" leather	" ...	...	600	...	600
Honey	Cwts. ...	...	...	1,500	1,400
Timbers	" ...	...	3,000	...	3,000
Sundries	" ...	...	1,000	...	1,000
Grand total		...	72,862	...	90,807

**RETURN of Principal Articles of Import to the Vilayet of
Kharput during the Years 1892-91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Foreign—					
Cotton twists	Bales ...	2,500	37,500	2,325	36,000
Long cloth	" ...	1,500	25,500	1,500	25,500
Prints	" ...	125	2,270	160	3,121
Buffalo hides	Tons ...	240	16,000	240	16,200
Sugar	Cases ...	4,000	8,000	4,000	8,000
Coffee	Bags ...	820	5,500	800	5,540
Indigo	Cases ...	50	3,175	40	2,660
Woollens... ..	" ...	...	6,000	...	5,000
Petroleum	Cases ...	12,000	5,400	12,000	5,400
Iron, bars	Tons ...	150	2,812	165	3,100
Paper	Cases ...	600	3,000	600	3,000
Silk stuffs... ..	" ...	...	500	...	700
Fezzes	Cases ...	80	3,000	80	3,100
Matches	" ...	1,100	2,000	1,100	2,000
Nails	Casks ...	1,000	2,400	1,000	2,400
Dyes	" ...	150	1,500	120	1,200
Leather	" ...	...	2,000	...	1,600
Tin in bars	Casks ...	50	1,275	75	1,700
Persian goods	" ...	...	1,200	...	1,500
Sundries	" ...	...	8,000	...	7,000
Total		...	136,032	...	133,711
Turkey		...	70,000	...	60,000
Grand total		...	206,032	...	193,711

Annex B.—TABLE showing the Total Value of all Articles Exported from and Imported to the Vilayet of Kharput from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	11,700	20,250	68,545	66,411
France	9,842	11,937	15,000	15,140
Austria	..	..	9,400	15,100
India	..	..	18,175	17,860
Russia	2,620	3,000	6,212	5,400
Germany	..	..	7,500	2,200
Sweden	..	..	2,000	3,100
Persia	..	..	1,200	1,500
Different	1,000	1,000	8,000	7,000
Total	25,162	36,187	136,032	133,711
Turkey	47,700	54,620	70,000	60,000
Grand total ..	72,862	90,807	206,032	193,711

NOTE.—Turkish equivalent of weights and money mentioned in the foregoing tables:—2·8 lbs. = 1 oke; 1 ton = 4·5 cheki; 1 bale = 130 oke; 1 cwt. = 40 oke; 1l. = 118 pias.

LONDON :

Printed for Her Majesty's Stationery Office,

By HARRISON AND SONS,

Printers in Ordinary to Her Majesty.

(75 8 | 93—H & S 1610)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

No. 1279.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEARS 1891-92
ON THE
TRADE OF BEYROUT.

REFERENCE TO PREVIOUS REPORTS, Annual Series No. 908.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—166.]

Price Sixpence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1159. Bengazi	1d.	1219. San José	1d.
1160. Santos	2½d.	1220. Antwerp	1d.
1161. Buenos Ayres	1½d.	1221. Mogador	2½d.
1162. Nantes	1d.	1222. Berlin	1½d.
1163. Beira	5d.	1223. Rome	1d.
1164. Galveston	1½d.	1224. Constantinople	6½d.
1165. Berlin	1d.	1225. Barcelona	2½d.
1166. Bordeaux	2½d.	1226. Madeira	5½d.
1167. Calais	2½d.	1227. Söul	1½d.
1168. The Hague	2d.	1228. Chinkiang	1d.
1169. Athens	12d.	1229. Newchwang	1d.
1170. Galatz	1½d.	1230. Chungking	1½d.
1171. Guayaquil	1d.	1231. Hankow	1d.
1172. Riga	2d.	1232. Odessa	2d.
1173. Trebizond	1d.	1233. Chicago	3d.
1174. Havre	2½d.	1234. Taganrog	2½d.
1175. Saigon	½d.	1235. Ningpo	1d.
1176. Baltimore	1½d.	1236. Mannheim	1d.
1177. Brest	1d.	1237. Dunkirk	1d.
1178. Buenos Ayres	½d.	1238. Macao and Timor	1d.
1179. Adrianople	½d.	1239. Madrid	½d.
1180. Algiers	2½d.	1240. Port-au-Prince	2d.
1181. Boston	1d.	1241. Frankfort	3d.
1182. Marseilles	1½d.	1242. Erzeroum	1d.
1183. Warsaw	1d.	1243. Palermo	3½d.
1184. Piræus	1½d.	1244. Naples	1d.
1185. Callao	1d.	1245. Guatemala	1d.
1186. Jerusalem	½d.	1246. Madrid	1d.
1187. Chefoo	1½d.	1247. Gothenburg	2d.
1188. Munich	2d.	1248. Brindisi	2½d.
1189. Resht	1d.	1249. Fiume	2d.
1190. Batavia	1½d.	1250. Leghorn	2½d.
1191. Batoum	1½d.	1251. San Francisco	5½d.
1192. Tainan	1d.	1252. Bushire	2d.
1193. Amoy	1d.	1253. Nagasaki	1d.
1194. Zanzibar	4d.	1254. Smyrna	1d.
1195. Corunna	2d.	1255. Yokohama	1½d.
1196. Algiers	15½d.	1256. Stockholm	1½d.
1197. Pakhoi	1d.	1257. Lisbon	1½d.
1198. Nice	1½d.	1258. Tientsin	1d.
1199. Kiungchow	1½d.	1259. Port Said	1d.
1200. Aleppo	1d.	1260. Hiogo and Osaka	2½d.
1201. Stettin	4½d.	1261. Damascus	1d.
1202. Swatow	1d.	1262. Samoa	½d.
1203. Charleston	2½d.	1263. Rio Grande do Sul	2½d.
1204. Syra	1d.	1264. Jeddah	1d.
1205. New Orleans	2½d.	1265. Vienna	3d.
1206. Suakin	1½d.	1266. Shanghai	3d.
1207. Caracas	1d.	1267. Bangkok	1½d.
1208. Somali Coast	1d.	1268. Meshed	1½d.
1209. Nantes	1d.	1269. Cadiz	2d.
1210. Tahiti	2d.	1270. Cherbourg	1d.
1211. Ichang	3½d.	1271. Erzeroum	½d.
1212. Wenchow	1d.	1272. Christiania	5d.
1213. Havana	2d.	1273. Buda-Pesth	½d.
1214. Cagliari	1d.	1274. New York	2d.
1215. Old Calabar	½d.	1275. St. Petersburg	7½d.
1216. Foochow	1d.	1276. Alexandria	1½d.
1217. Wuhu	1d.	1277. Tokio	2½d.
1218. Vera Cruz	1½d.	1278. Bilbao	3½d.

No. 1279.

Reference to previous Report, Annual Series No. 908.

TURKEY.

BEYROUT.

Colonel Trotter to the Earl of Rosebery.

My Lord,

Beyrout, June 14, 1893.

I HAVE the honour to transmit herewith to your Lordship a Trade Report for 1891-92, drawn up by Mr. Hallward. I regret the delay which has taken place in preparing it, this was due to the difficulty of getting statistics from the Shipping Companies, and also to Mr. Hallward being sent to Jerusalem just before the Report was finished.

I have, &c.

(Signed) HENRY TROTTER.

Report on the Trade and Commerce of Beyrout for the Years 1891-92.

ABSTRACT of Contents.

	PAGE
Increase of trade.. .. .	2
Emigration	2
Imports	3
Bankruptcies	4
Exports	5
Roads	6
Beyrout-Damascus-Hauran Railway	7
Port of Beyrout	8
Financial aspect of railway	10
Acre-Haifa-Damascus Railway	10
Shipping returns—	
Beyrout, 1891-92	12
Acre and Haifa, 1891-92	13
Tables—	
British imports to Beyrout, 1891-92	13
Exports from Acre and Haifa, 1891-92	14
Exports and imports of Tripoli, 1892	14
Exports from Tyre, 1892	15
„ Beyrout, 1891-92	15
„ Sidon, 1891-92	15
(1601)	A 2

Increase of
trade.

The trade of Beyrout steadily increases from year to year, proving a corresponding increase in the wealth of the country. New houses are yearly erected in the town (the activity in building has somewhat slackened in the last two years), showing an increase of population and also a tendency to abandon the old-fashioned habit for different branches of a family to live together in one house. Local industries, such as weaving curtains and native stuffs for local consumption, and silk spinning, show a tendency to expand, as well as the importation of foreign goods. Mulberry plantations for silkworms are spreading beyond the limits of the Lebanon, where they have hitherto been chiefly cultivated, and on the whole the area of cultivated land is increasing, though very slowly, in proportion to what it might do (outside the Lebanon) under a more equitable system of land taxation.

Supremacy of
Beyrout on
Syrian coast.

For many years past Beyrout has held undisputed commercial supremacy over all the Syrian coast, and an effort is being made to maintain that supremacy by the construction of a port and railroad to Damascus. It is also said that a concession has been given for a line from Baalbee to Homs-Hamah-Aleppo and Birejik, which, if carried out, will no doubt be put in connection with the Beyrout-Damascus line, and would certainly do much to increase the importance of Beyrout as a port. If, however, the Haifa-Damascus railway scheme is carried through, there can be no doubt that Haifa will prove a serious rival to Beyrout, being much more favourably situated for communication with the interior.

Emigration.

An element which has largely contributed of late years towards the wealth of this part of the country is the emigration to America. About 4,500 emigrants, chiefly from the Lebanon, left Beyrout in 1892 for different parts of the New World, being distributed as follows:—Brazil 2,500; other parts of South America 500; North America 500; Australia 500; New Zealand and other parts 500. These figures are very large, considering that the whole population of the Lebanon does not amount to 300,000 souls.

Money
remitted
home by
emigrants.

In 1891 it was calculated that something like 120,000*l.* was remitted by emigrants to Beyrout. The emigration continues yearly on a large scale, in spite of every obstacle thrown in the way by the Government, no one being allowed to leave any part of the coast without a passport. The ostensible reason of the prohibition of emigration is the fact that destitute Arabs are a source of great annoyance and difficulty to Turkish Consuls abroad, and no doubt there is some truth in this, as there is naturally a great deal of destitution among people who start as they do, with no capital and no particular aptitude for any trade. The great majority are very poor people, who scrape together enough to pay their passage, and then gain a livelihood (or fail, as the case may be) by hawking trinkets about the country. Very few settle abroad; their great object is to make as much money as they can in four or five years, and then

Emigrants
mostly
hawkers.

return to their native village. A few make themselves a home in the country they go to, and there are now several Arab traders of some standing in New York. They have also started a paper in America ("Kowkab America") in English and Arabic.

A notice lately appeared in the local papers of Beyrout, written from Australia, warning Arabs against emigrating to that country, as it was stated that the Government had forbidden them to hawk about the country, and consequently the Arabs there were in great distress. It remains to be seen whether such warnings will check the tide of emigration. Warning
against
emigration.

Imports.

No reliable statistics are available of the imports to Beyrout in 1891-92, but those of 1890 are given officially as amounting to the value of 2,588,000*l.*, which was an advance of 500,000*l.* on those of 1888; the increase in the two following years was not so large, owing to the prevalence of cholera at Aleppo and Damascus, which greatly hampered trade; the imports for 1892 may be roughly valued at about 2,800,000*l.*, of which about 1,259,000*l.* (as per list appended) were British, constituting nearly 45 per cent. of the total. Statistics.

British
imports.

The trade in Manchester goods increases steadily with the increase of population; common calicoes, prints, and white yarn, come almost exclusively from England. Prices were low last year on account of the abundant cotton crop in America. Manchester
goods.

Dyed yarns are brought from Switzerland, madopolams and prints of superior quality from France.

Woollen yarn comes from Germany; flannel of very cheap and also of the best quality from England, medium qualities from Germany, good qualities also from France. Woollens.

Cloth for European clothes comes chiefly from Germany and France; medium qualities, such as are required here, being cheaper than good English cloth. Smooth-coloured cloth of good quality for Arab clothes comes chiefly from Austria, and some from France. Cloth.

The importation of British and Swedish iron is diminishing on account of Belgian competition in bar and sheet-iron and iron tubes; it is about 15 per cent. cheaper, and importation was facilitated last year by the arrival of several ships direct from Antwerp. All the material of the Beyrout-Damasus-Hauran Railway is being brought from Belgium. Iron.

There was a large importation of rice in 1891, so that a good deal remained over till the next year; in 1892 only 23,000 bags came, the average price per bag being 18*s.*

In 1892 500 barrels of glassware at 5*l.* each came from Belgium; 500 from France at 5*l.* to 8*l.*; 100 cases from Austria (1601) Glass.

- at 3*l.* per case. Looking-glasses are imported chiefly from France, the total being about 50 cases at 12*l.* per case.
- Earthenware. Earthenware comes from Belgium, France, and Italy, scarcely any from England. In 1892 300 barrels came from Belgium at 4*l.* each; 1,000 from France at 6*l.*, and 800 from Italy at 2*l.* 10*s.*
- Galvanised silver and tin dishes. About 200 cases of galvanised silver trays at 15*l.* per case, and 50 barrels of tin dishes at 18*l.* per barrel, came from England last year.
- Petroleum. 98,954 cases of petroleum were brought from Batoum in 1892; the quantity landed at Beyrout is diminishing, it being found more profitable to land it at different points on the coast, in order to avoid the municipal dues levied at Beyrout.
- Lamps. Lamps are imported almost exclusively from Germany and Austria.
- Possibilities for English trade. English merchants could probably compete advantageously with foreigners in this market in various minor branches of trade, such as haberdashery, glass and earthenware, cutlery, clocks, watches, lamps, &c., if they sent commercial travellers with patterns to push their goods, and if they had trustworthy agents on the spot acquainted with the peculiar business habits of the country. The Austrians and Germans are the most active in this respect; English commercial travellers are never seen here. It requires, however, immense patience and perseverance to deal with retail traders in this country; long credit is given, and the collection of debts entails an infinity of trouble such as no English trader is accustomed to; and, moreover, a good knowledge of native character and a readiness to conform, to a certain extent, to their habits and ways of doing business, are essential to success. Rigidly strict office hours, with intervals for lunch, &c., are not observed by native traders, and fixed prices are almost unknown; neither buyer nor seller has the slightest belief in the principle of "time is money," on the contrary, they enjoy having long discussions over a bargain, and the smallest purchase often calls forth an ingenuity in argument worthy of an accomplished diplomatist.
- Retail trade.
- Native business habits.
- Local agents. Great care should be exercised in securing the services of a competent and trustworthy local agent, as it will be found worse than useless to attempt to do business through the medium of natives whose capacity and honesty are unknown quantities.
- Business in general. In general business here is not carried on on sound principles, chiefly owing to the excessive competition among the native traders. Goods are often actually sold below cost price, and the Manchester business is chiefly in the hands of men who live on the verge of bankruptcy, and who are reduced to that state by the slightest disturbance in the trade. Thus the cholera and consequent quarantines by land and sea in 1890-91 produced a series of bankruptcies, some of the liabilities amounting to 50,000*l.* and 60,000*l.* These bankruptcies are nearly all managed in such a way as to be eventually profitable to the bankrupt, who pays some 5 per cent. or 6 per cent. or less, and is then discharged.
- Frequent bankruptcies.

A trader who has recently been bankrupt is considered a good man to do business with for the next few years. An illustration of this peculiar commercial principle lately came before the Consulate. An application was made against a small local merchant, a British subject, to be declared bankrupt, and it appeared that only a year before he had made a composition with the same creditors, who, on surprise being expressed that they should continue their confidence to a man who was practically insolvent, declared that they considered his previous failure a distinct advantage, and that he was good to pay his way for at least the next few years. Most bankruptcies here are fraudulent, and they are effected with perfect impunity. As a rule, it is not advisable to go before the local courts to enforce a debt; it will usually be found more economical in the long run to accept any private composition that can be made.

Mostly
fraudulent.
Avoid the
tribunals.

Exports.

1892 was a bad year for the silk merchants, the cocoons having suffered greatly from unfavourable weather, and, moreover, the silk harvest in Europe was good, prices low and the demand for silk limited. Prices, however, rose towards the end of the year. Nearly all the silk yarn is sent to France to be manufactured in the country. There are now 8 silk spinning factories in Beyrout, and 78 in the Lebanon.

Silk yarn
goes to
France.

A small export trade is done in wine. Red and dry white wine are produced on the east side of the Lebanon, along the edge of the Bekaa northwards from the Damascus Road, at a distance of about 30 miles from Beyrout, it is sold at about $3\frac{1}{2}d.$ to $4\frac{1}{2}d.$ the quart in Beyrout. About 100,000 gallons were manufactured last year, three-eighths of which went to Egypt, a small quantity to Europe, and the rest was consumed in the country. Sweet wine, mostly of a golden colour, is produced in other parts of the Lebanon, about 20,000 gallons of this were sent to France, and 6,000 gallons to England. This wine is sold in Beyrout at about the same price as the other.

Wine.

The export of horses is strictly forbidden, but the Khedive obtained permission last year to export 400 horses for the Egyptian Army, and an agent of the French Government was permitted to take a limited number of horses and mares to France for the Government haras. The latter was allowed to take animals of good breed, the former had only permission to take horses of inferior breed and no mares. They were mostly bought in the districts north of Beyrout and Damascus, and south of Aleppo. The average price paid here for the cavalry horses, which are of a minimum height of 14 hands 2 inches, is 16*l.*; horses of good breed and size vary in price between 50*l.* and 70*l.*; mares of the best breeds are very difficult to obtain at all, as the natives do not like selling them. A large proportion of them are owned by more than one person, often by three or four, and if one

Horses.

man owns a really good mare, he likes to retain a share of her, by which he has a right to part of the produce. Thus, if four men own a mare, the one who keeps her has the right of riding her, and if she has foals, they can be owned in common or divided among the partners according as they agree among themselves, each partner is free to sell his share whenever he likes and to whom he likes. Fairly good mares can, however, be bought in the towns for 70*l.* or 80*l.*

Roads.

Roads.	There is nothing new to report about the roads in the province of Beyrout and Lebanon, except that during last year those in the Lebanon fell into a state of bad repair; those under the Beyrout administration, which comprises the districts of Lattakia, Tripoli, Sidon, Tyre, Safed, Acre, Haifa, and Nablous, are so few and unimportant as to be scarcely worth mentioning for commercial purposes, and, indeed, those in the Lebanon are scarcely used except for passenger traffic. The Beyrout-Damascus and Tripoli-Homs roads are run by public companies, and therefore come under a different category; both these roads pay well.
Unfinished roads.	In some places, sketches of carriage roads exist to record the good intentions of former governors. Thus, on the coast between Tyre and Acre may be seen here and there short bits of levelling with large stones thrown down, indicating spasmodic and disjointed attempts at the construction of a carriage road. The road from Sidon to Nabatië, a place of some importance about 15 miles to the south-east of Sidon, has been in course of construction for upwards of 16 years, with the result that there is now an excellent carriage road about 5 miles along the coast from Sidon. Similarly the Nablous-Jaffa road which was begun several years ago, and for which large sums have been collected in taxes, has now advanced about a quarter of the way towards completion, and there is apparently little prospect of the work being pushed on with any activity at present.
Lattakia-Hamah.	The road from Lattakia to Hamah, on which large sums and 4 or 5 years' work was expended, was abandoned in 1891 in a half finished state, and nothing further has been done to complete it.
Sidon-Beyrout, Beyrout-Tripoli.	From Sidon to Beyrout there has hitherto been no attempt at making a carriage road, while the road from Beyrout to Tripoli, which was mentioned in the Trade Report for 1888 as likely to be soon completed, has never been carried beyond Batroon, about two-thirds of the distance from Beyrout. A concession was granted some time back for a steam tramway along the coast from Tripoli to Sidon, and it is now said that it may be taken up by the French in connection with their line to Damascus.
Tripoli-Sidon tramway.	
Wheeled traffic unknown in interior.	In general off the two main roads above mentioned, viz.: Beyrout-Damascus and Tripoli-Homs, wheeled traffic is unknown beyond the immediate vicinity of the large towns, and the camel,

the mule, and the donkey still hold their own on all the trade routes of the interior.

Railways.

The railway from Beyrout to Damascus, which is being constructed by French contractors and mostly with French capital, was begun in April last. From Beyrout across the Lebanon at a height of about 5,000 feet, and down to the plains of the Bekaa (3,000 feet), it is to follow, more or less, the line of the present carriage road, the distance by this road being 47 kiloms.* to the east foot of the Lebanon, thence it will diverge in a north-easterly direction diagonally across the plain to the mouth of the Wady Yafoufa, a long and narrow gorge running through the west part of the Anti-Lebanon: the line will follow this gorge till it emerges in the valley between the two main ranges of the Anti-Lebanon, gradually re-ascending to the watershed between the Barada and Wady Yafoufa, which is a little to the north of the large village of Zebedani, whence it traverses a cultivated plain some 10 miles long, at the end of which it enters the valley of the Barada, a small stream flowing between steep and rocky hills with several villages on its banks. It will rejoin the carriage road at Hamah, whence there are 7 miles of plain to Damascus, which lies nearly 2,300 feet above the sea level.

The total length of the line will be between 145 kiloms. and 150 kiloms., the length of the present road being 112 kiloms. About 45 kiloms. of the whole will be over plain, the rest is entirely of a mountainous character and will necessitate heavy work in the way of embanking and bridging; the ascent and descent of the steepest part of the Lebanon will be accomplished by the crémaillère system, the particular kind adopted being the mixed system Abt, which exists on the Viège-Zermatt and other lines. It is the best adapted for heavy traffic and will carry, it is said, trains drawing a load of 100 tons; the gauge of the proposed line being 1·05 metre; the crémaillère will probably be required for about 35 kiloms., 24 per cent. of the whole line; it is proposed to make a short tunnel through the summit of the Lebanon partly in order to avoid the masses of snow which accumulate there in winter.

In order to estimate the cost of construction the Viège-Zermatt and Brünig lines may be taken as examples, both being mountain lines with a certain proportion of crémaillère. The total length of the former is 36 kiloms., greatest height 955 metres, gauge 1 metre, and 6·5 kiloms. of crémaillère (equal 16 per cent.); cost of construction 163,000 fr. per kilom., though it was afterwards estimated that it might have been done for less than 150,000 fr. The Brünig line has a total length of 58 kiloms., greatest height 1,000 metres, and 9 kiloms. of crémaillère or 15½ per cent., gauge 1 metre, cost of construction 153,000 fr. per kilom.

* 1 kilom. = $\frac{5}{8}$ mile.

According to the figures, and taking into account the greatly superior height to be traversed in the Lebanon (*viz.*, 1,500 metres) it seems unlikely that the line will be constructed at less than 160,000 fr. per kilom., including rolling stock and the cost of expropriation, which will be considerable in the Lebanon though small elsewhere.

Capital. This estimate would necessitate a working capital of about 23,200,000 fr.

Traffic. The important question now comes—What amount of traffic can be reasonably expected to accrue to the railroad in order to admit of its being worked at a profit? The company answer, the produce of the Hauran which they estimate at 71,000 tons, and which hitherto has always reached the sea by way not of Beyrout but of Acre and Haifa.

Company's estimate. In order to divert this traffic and to feed the Beyrout line, a line of the same gauge is being constructed and will shortly be completed (about 70 kiloms. of the line having been already laid down) from Damascus to Mezarib, a distance of about 100 kiloms.; this is a very cheap undertaking, the line running along a plain the whole way. They, therefore, estimate the probable traffic between Damascus and Beyrout at about 100,000 tons, *viz.*, the present traffic on the road amounting to about 25,000 tons (a figure at which it has stood with slight variations for the last 20 years) plus 71,000 tons, which they reckon to be the present amount of produce from the Hauran now exported from Haifa and Acre. This estimate is said to be derived from official sources but according to the figures furnished by the Vice-Consul at Haifa, it is greatly exaggerated, as the average total export of grain from these ports in the last 3 years has not exceeded 25,000 tons per annum, and a very large proportion of that comes from the plain between the Jordan and the coast. And, secondly, it is obvious that this calculation is based on the assumption that no line is made between Acre and Damascus, if, therefore, the line which has been begun at Haifa is carried through to Damascus it will certainly be falsified, as such a line would inevitably attract the bulk of the Hauran produce, and unless a branch line is made to the north to the Homs district there can be no material increase of traffic between Beyrout and Damascus. As already stated, there has been no development in the last 20 years, and as the cost of transport from Damascus to Beyrout will only be cheapened to the extent of about 26 per cent. the difference will scarcely be sufficient to attract any great amount of produce from districts not already served by the road.

Estimate very high. The construction of the Hauran branch will cost, it is said, about 10,000 fr. per kilom. or 10,000,000 fr. in all, so that the total capital required for constructing the line may be estimated at about 33,200,000 fr. (1,328,000*l.*).

Cost of Hauran line.

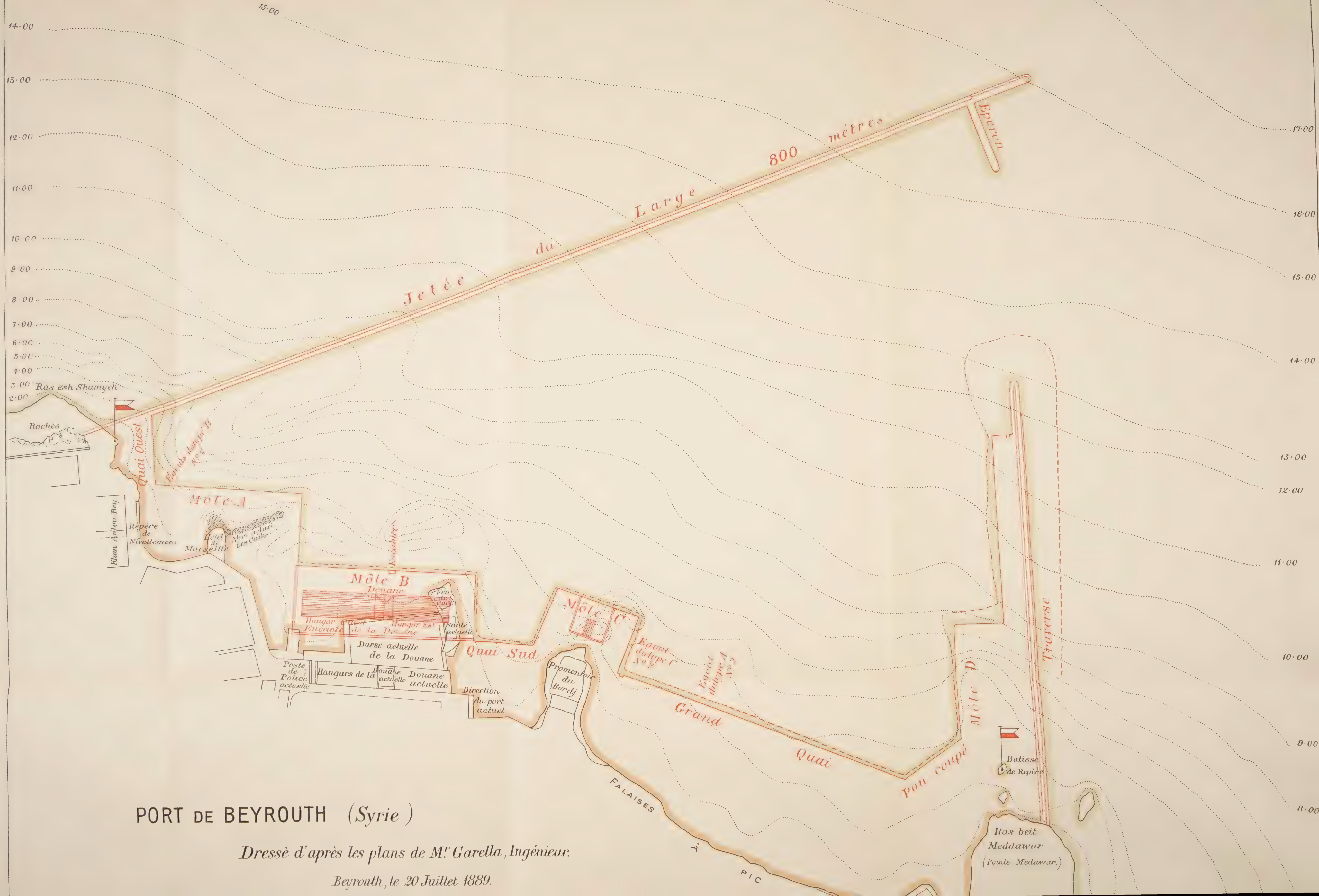
Port of Beyrout.

In connection with the railway is the port of Beyrout which

PORT DE BEYROUT (Syrie)

Dressé d'après les plans de M^r Garella, Ingénieur.

Beyrouth, le 20 Juillet 1889.



has lately advanced rapidly towards completion. The enclosed plan will give an idea of the size and shape of the harbour. The tower which is marked on the charts as a land mark, and which stood on the Promontoir du Bourj, has been pulled down and a mole has been run out in front of it into the sea. The "jetée du large" consists of a foundation of loose blocks of concrete surmounted with masonry to a height of upwards of 16 feet above the water. The jetty at present extends about 650 metres. The quay between Mole C and the Traverse has scarcely been begun yet, but the custom-house (Mole B douane) is finished though not yet taken over by Government. New custom-house.

The depth of water inside the harbour is marked at the side of the plan in metres (1 metre equals $39\frac{1}{2}$ inches). Vessels drawing up to 12 feet of water will be able to moor to the "grand quai;" but as the quays are not of sufficient extent to enable vessels to lie alongside and unload directly out of them, and lighters will thus still be required, the harbour will not afford much advantage to ships beyond protection in rough weather. Depth of water.
Vessels not to moor alongside quays.

As will be seen from the port tariff the tax on ships entering the harbour is not excessive, amounting to 10 paras (equal $\frac{1}{2}$ d.) per ton for 3 days and for succeeding days at the same rate, but the total charge on goods landed and passed through the custom-house is very onerous. A tax of 5 pias. is levied on lighters every time they touch at the quay to discharge, and as most of the lighters at present in use here hold about 4 tons, this constitutes an extra charge of 1 pias. (equal 2d.) per ton, which of course falls heaviest on bulky goods. But besides the regular charges mentioned in the tariff, an arrangement has been made between the port company and the custom-house by which the "droit de manutention," or portorage of goods through the custom-house, which has hitherto been done by private arrangement between the shipping agents and the porters, is to be a monopoly in the hands of the company, who have accordingly raised the charges by about 250 per cent. It is certain that the company will also before long obtain a monopoly of the lighterage as their lighters will be free of the duty paid by others, and there will then be a great increase of the charges on that head. Tariff.
Heavy charge.

The increased tax on imports to Beyrout will best be illustrated by a concrete example. Hitherto the lighterage and portorage of a small bale of Manchester goods landed at Beyrout has cost 17 pias. (2s. 4d.); the port dues and increased charges will now raise the cost to 71 pias. (10s. 4d.). Great increase of charges on shipping.
Dues on bales.

It is possible that the company may eventually find it to their interest to reduce their tariff, in order to avoid driving the trade away to other places on the coast; in fact, if the railway from Haifa to Damascus is carried through, they will probably find themselves compelled to do so. Possible reduction of tariff.

The company have already begun to levy the dues on lighters; those on goods landed will come into operation when the new custom-house is opened, which will probably be before very long. It ought to be mentioned, in favour of the company, that a new Dues already levied.

New custom-house a great advantage.

Capital of railway and port.

Prospect not brilliant.

and commodious custom-house will be a boon to merchants, who complain greatly of the inconvenience and want of space of the present building.

The capital of the Amalgamated Company of the Beyrout-Damascus-Hauran Railway is 10,000,000 fr. in shares and 60,000,000 fr. in debentures, of which 6,500,000 fr. have been paid to the Beyrout-Damascus Road Company, who have sold their business to the railway company, and 5,000,000 fr. lent to the Port Company, whose original capital was 7,000,000 fr. The railway debentures have been issued at 295 fr. for 500 fr. shares bearing 3 per cent. annual interest; the real capital available is, therefore, 34,000,000 fr., or less than half the nominal capital of 70,000,000 fr. If the above calculation of the cost of construction be correct, this sum will do little more than cover that, while the payment of the price of the Beyrout-Damascus road will more than swallow up the profit to be obtained by working the road during the period of construction of the railway. The maximum profit ever made by the Road Company was 602,493 fr. in 1891. Granting that an equally large profit is made every year for the next 4 years, this will give a total of less than 2,500,000 fr., leaving another 4,000,000 fr. still due on the price of the road. It is, therefore, at present by no means apparent where the interest on the railway debentures is coming from during the next 4 years, and in any case the company starts with a heavy burden of nominal capital for such an enterprise.

Acre-Haifa-Damascus Railway.

Another enterprise which has now been seriously set on foot is the Acre-Haifa-Damascus Railway, for which a concession was granted in November, 1891, for 99 years, to Yusef Elias, a Turkish subject, and Mr. Pilling, an Englishman. An Ottoman company has been formed for working the concession under the name of the "Syria-Ottoman Railway Company," with a share capital of 600,000*l.* in 20*l.* shares.

Description of line.

The line is to be single, with 4 ft. 8½ in. gauge, but sufficient land is to be expropriated for a double line, as when the gross receipts amount to 30,000 fr. per kilom. the Government can call on the company to lay down a second line. One terminus will be at Haifa and another at Acre, the two lines joining about 8 miles from Haifa, one branch starting inland and skirting the foot of Carmel, the other rounding the Bay of Acre till about half-way to Haifa, and gradually converging inland towards the other. The route lies in an E.S.E. direction along the Plain of Esdraelon and Valley of Jezreel as far as Beisan, near the Jordan (300 feet above the sea), thence it turns northward along the right bank of the river, past the point where the Yarmuk flows into the Jordan, rising gradually another 300 feet; thence it turns N.E. up a gorge to the village of Fik, at a height of 1,140 feet; thence through the district of Jolan to Nawa (1,940 feet), a large

village in the Hauran, and through that province to Damascus, the total length of the main line being about 120 miles. The ascent is very gradual except in one place, between Fik and the shore of the Lake of Tiberias, where there is a rather abrupt rise of some 500 feet, and on the whole the line offers no engineering difficulties of any importance. It has to be finished within 4 years, *i.e.*, by November, 1895. Line is easy.

The construction of two branch lines—one to Hasbeyah and the other to Bozrah—is optional, on condition of the Government being notified of the intention to make them by November, 1894; plans are then to be submitted and the lines to be finished within a year of their approval. The branch to Hasbeyah would start from the point where the main line crosses the Jordan, and would pass along the western shore of the Lake of Tiberias, and thence up the right branch of the Jordan to the western foot of Hermon, but the line would be somewhat expensive, and is unlikely to be made. Branches. To Hasbeyah. Some of the country it would pass through is extremely fertile, especially to the north of the Lake of Hulah, but it is little cultivated at present, nor is there any immediate prospect of its being developed in any way. Expensive.

The Bozrah branch would start from Nawa and cut across the Hauran in a south-easterly direction for a distance of 40 miles, and would be extremely easy and inexpensive to make, the country being flat and stony over the whole distance. To Bozrah. Easy.

The concession also provides for the establishment of a service of steamers on the Lake of Tiberias within a year of the opening of the main line, and gives the right of constructing a port at Acre or Haifa, the intention to do so to be notified to the Government before November, 1895, and the works to be completed within 4 years of approval of the plans. Port at Acre or Haifa.

The railway works were formally inaugurated at Haifa last December, and are now being carried on somewhat slowly from that point.

The country traversed by the projected railway includes some of the most productive regions in Syria, and is undoubtedly capable of great development. The plain between the Jordan and the sea already produces a considerable quantity of grain, but will no doubt be made to yield much more when greater facilities of transport are afforded. Nature of country.

The district of Jolan, between Fik and Nawa, is very sparsely inhabited, and at present chiefly devoted to grazing, but it contains excellent land, which will probably be brought under cultivation when a cheaper and more expeditious mode of conveyance exists than that of transport by camel. Jolan.

Between Nawa and Kesweh the soil is volcanic, and produces excellent wheat crops; thence for the remaining 10 miles the projected line runs parallel with the French "chemin de fer Economique" through the luxuriant "Ager Damascusus." Hauran.

It is to be observed that this is the only line of country in the whole of Syria through which a railway can be made from the coast to the interior without crossing any range of mountains or Only easy line in Syria.

Most hopeful
line in Syria.

any absolutely barren uninhabitable region. Thus the line from Alexandretta to Aleppo, which has been so long and so often talked of, must pass over or through a high range of mountains; the line from Tripoli to Homs, which has been proposed, though it avoids mountains, runs for miles through a rocky, waterless region, and would be expensive to construct. The Beyrout-Damascus scheme involves, as already pointed out, crossing two ranges of mountains; and the Jaffa-Jerusalem line winds upwards for some 20 miles among the barren hills of Judea. It may, therefore, be safely concluded that of all the railway schemes hitherto propounded, or likely to be propounded, in Syria this is the most reasonable and hopeful from an engineering and financial point of view. Whether it will be productive of immediate dividends is another question, but, at any rate, it may be said that if this railway will not pay there is very little chance of any railway paying in Syria.

RETURN of all Shipping at the Port of Beyrout during the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	130	89,744	130	89,744
Ottoman	2,484	43,149	90	82,526	2,574	125,675
French	...	...	77	125,898	77	125,898
Austrian	...	...	96	101,418	96	101,418
Egyptian	...	...	102	92,941	102	92,941
Russian	...	...	45	60,731	45	60,731
Italian	19	5,717	14	8,050	33	13,767
Greek	50	13,030	1	555	51	13,585
Norwegian	...	...	4	4,050	4	4,050
Spanish	...	...	5	3,131	5	3,131
German	...	...	1	1,113	1	1,113
Total	2,553	61,896	565	570,157	3,118	632,053
„ for the year preceding	2,778	65,408	468	420,335	3,246	485,743

RETURN of all Shipping at the Ports of Acre and Haifa in the
Year 1892.

Nationality.	Number of Vessels.		Total.
	Sailing.	Steam.	
British	..	28	28
Ottoman	5	34	39
Austrian	..	42	42
French	..	38	38
Italian	28	16	44
Spanish	..	9	9
Egyptian	..	1	1
Greek	50	..	50
Total	83	168	251
„ for the year preceding ..	82	133	215

RETURN of Principal British Imports to Beyrout during the
Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Manchester goods	Bales and cases	12,154	850,780	17,061	1,023,660
Woolens	Cases	450	40,500	758	60,640
Indigo	..	400	23,000	600	34,100
Iron (British)	Tons	720	7,350	580	4,060
„ (Swedish)	..	520	4,800	400	3,600
Coal	..	..	..	1,500	1,500
Patent fuel	..	1,450	1,530	1,825	1,900
Hardware	Casks	740	5,820	847	6,775
Copper sheets and bottoms	Tons	250	13,500	270	15,500
Rice (Rangoon)	Bags	34,000	28,900	25,000	23,300
„ (from England)	..	3,200	4,150	2,390	3,100
Sacks (India)	Bales	1,800	14,400	1,500	12,000
Sacking „	..	350	7,000	200	4,000
Hides (India)	..	..	..	3,400	5,100
Bar tin	Barrels	530	6,360	441	5,290
Alum, soda ash, and soda	..	1,697	3,300	3,160	6,200
Bedding	Cases	445	1,335	620	2,360
Linseed oil	Barrels	325	340	500	530
Coffee, pepper, and spices	Bags	2,200	9,900	2,800	12,000
Sundries	..	..	27,000	..	34,000
Total	..	..	1,057,145	..	1,259,616

RETURN of Principal Articles of Export from Acre and Haifa
during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Wheat	Quarters	111,320	183,678	53,110	70,154
Dari seed	"	29,731	25,271	18,301	15,138
Beans	"	4,140	4,968	3,254	3,732
Chick-peas	"	4,212	4,843	7,360	8,280
Sesame	Lbs.	6,765,632	56,380	11,076,624	69,228
Oil	"	329,540	7,722	514,312	7,500
Soap	"	70,600	1,176	57,794	963
Charcoal	"	1,659,900	1,466	878,755	915
Sundries	"	...	6,230	...	5,204
Total	...	...	291,734	...	181,114

RETURN of Principal Articles of Import to Tripoli from Smyrna,
Constantinople, and Foreign Countries in 1892.

Articles.	Quantity.
Tiles	970,000
Silk	Bales .. 657
Planks.. .. .	Pieces .. 125,270
Petroleum	Cases .. 42,000
Wine	Barrels .. 280
Iron	Tons .. 95
Cotton.. .. .	Bales .. 120
Paint	Barrels .. 94
Hides	Pieces .. 470
Rice	Bags .. 22,000
Sugar	" .. 14,000
Manufacture	Bales .. 1,000
Hardware	Cases .. 790
Earthenware	" .. 387

RETURN of Principal Articles of Export from Tripoli to Smyrna,
Constantinople, and Foreign Countries during the Years
1891-92.

Articles.		Quantity.	
		1891.	1892.
Sheep	..	..	32,000
Horses	..	35	106
Oil	Barrels ..	1,913	14,409
Soap	Cases ..	3,529	5,855
Silk	Bales ..	480	1,510
Barley	Quarters ..	18,750	1,228
Dari-seed	" ..	6,500	6,220
Wheat	" ..	56,000	9,260
Sponges.. .. .	Bales ..	1,588	1,348
Beans	Quarters ..	2,570	3,220

RETURN of Principal Articles of Export from Tyre during the
Year 1892.

Articles.					Quantity.	
Figs	..	..	..	..	Cwts. . .	900
Lentils	..	..	..	..	Bushels	35,000
Pulse	..	..	..	..	"	15,000
Sesame	..	..	..	..	Cwts. . .	730
Beans	..	..	..	..	Bushels	25,000
Millet	..	..	..	..	"	5,000
Lupins	..	..	..	..	"	3,000
Locust beans	..	..	..	..	Cwts. . .	7,370
Spelt	..	..	..	..	Bushels	10,000

Nationality.					Number of Steamers.	
French	..	..	..	..	8	
English	..	..	..	..	4	
Italian	..	..	..	..	2	

RETURN of Principal Articles of Export from Beyrout during the
Years 1891-92.

Articles.				1891.		1892.	
				Quantity.	Value.	Quantity.	Value.
				Bales.	£	Bales.	£
Silk	..	..	..	2,500	500,000	3,200	640,000
Wool	..	..	..	4,300	47,300	3,500	38,000
Sundries	..	..	..	..	12,000	..	15,000
Total	..	..	..	..	559,300	..	693,000

RETURN of Principal Articles of Export from Sidon during the
Years 1891-92.

Articles.				1891.		1892.	
				Quantity.	Value.	Quantity.	Value.
					£		£
Silk yarn	...	...	...	Cwts. ...	859	...	1,105
Wheat	...	...	...	Bushels ...	12,000	...	16,000
Barley	...	...	...	"	...	...	32,000
Millet	...	...	...	"	...	...	6,000
Lupins	...	...	...	"	26,000	...	20,000
Sesame	...	...	...	Cwts. ...	61	...	980
Beans	...	...	...	Bushels	...	...	8,000
Haricots	...	...	...	"	...	...	10,000
Figs	...	...	...	Cwts. ...	8,348	...	19,910
Oranges and lemons	...	...	...	Number	6,900,000	...	18,350,000
Bananas	...	...	...	...	1,200	...	3,700
Pomegranates	...	...	...	...	1,200	...	2,200
Bitumen	...	...	...	Cwts. ...	...	...	2,946

NOTE.—Steamers: In 1892 the Turkish "Makhsoussa" line at irregular intervals and 4 English steamers. In 1891 the "Makhsoussa" line only; the navigation and commerce were interrupted by quarantine.

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 8 | 98—H & S 1601)

FOREIGN OFFICE.
1894.
ANNUAL SERIES.

No. 1320.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

TURKEY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF BAGHDAD AND BUSSORAH.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1142.

Presented to both Houses of Parliament by Command of Her Majesty.
JANUARY, 1894.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1894.

[C. 6855—207.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1200. Aleppo	1d.	1260. Hiogo and Osaka	2½d.
1201. Stettin	4½d.	1261. Damascus	1d.
1202. Swatow	1d.	1262. Samoa	½d.
1203. Charleston	2½d.	1263. Rio Grande do Sul	2½d.
1204. Syra	1d.	1264. Jeddah	1d.
1205. New Orleans	2½d.	1265. Vienna	3d.
1206. Suakin	1½d.	1266. Shanghai	3d.
1207. Caracas	1d.	1267. Bangkok	1½d.
1208. Somali Coast	1d.	1268. Meshed	1½d.
1209. Nantes	1d.	1269. Cadiz	2d.
1210. Tahiti	2d.	1270. Cherbourg	1d.
1211. Ichang	3½d.	1271. Erzeroum	½d.
1212. Wenchow	1d.	1272. Christiania	5d.
1213. Havana	2d.	1273. Buda-Pesth	½d.
1214. Cagliari	1d.	1274. New York	3d.
1215. Old Calabar	½d.	1275. St. Petersburg	7½d.
1216. Foochow	1d.	1276. Alexandria	1½d.
1217. Wuhu	1d.	1277. Tokio	2½d.
1218. Vera Cruz	1½d.	1278. Bilbao	3½d.
1219. San José	1d.	1279. Beyrout	6d.
1220. Antwerp	1d.	1280. Pekin	2½d.
1221. Mogador	2½d.	1281. Salvador	1d.
1222. Berlin	1½d.	1282. Malaga	4d.
1223. Rome	1d.	1283. Buenos Ayres	8½d.
1224. Constantinople	6½d.	1284. Canton	1d.
1225. Barcelona	2½d.	1285. Washington	4½d.
1226. Madeira	5½d.	1286. Warsaw	½d.
1227. Soul	1½d.	1287. Pekin	½d.
1228. Chinkiang	1d.	1288. Amsterdam	1d.
1229. Newchwang	1d.	1289. Manila	2½d.
1230. Chungking	1½d.	1290. Bahia	1d.
1231. Hankow	1d.	1291. Munich	1d.
1232. Odessa	2d.	1292. Trieste	1½d.
1233. Chicago	3d.	1293. Tunis	4d.
1234. Taganrog	2½d.	1294. Montevideo	1½d.
1235. Ningpo	1d.	1295. Belgrade	2d.
1236. Mannheim	1d.	1296. Teneriffe	1d.
1237. Dunkirk	1d.	1297. Stettin	3d.
1238. Macao and Timor	1d.	1298. Rome	2½d.
1239. Madrid	½d.	1299. Dantzic	7d.
1240. Port-au-Prince	2d.	1300. Sofia	2½d.
1241. Frankfort	3d.	1301. Mexico	1½d.
1242. Erzeroum	1d.	1302. Paris	1d.
1243. Palermo	3½d.	1303. Buenos Ayres	½d.
1244. Naples	1d.	1304. Tangier	2½d.
1245. Guatemala	1d.	1305. Somali Coast	½d.
1246. Madrid	1d.	1306. Porto Rico	1d.
1247. Gothenburg	2d.	1307. Paramaribo	1d.
1248. Brindisi	2½d.	1308. Oporto	1½d.
1249. Fiume	2d.	1309. Naples	½d.
1250. Leghorn	2½d.	1310. Salonica	2½d.
1251. San Francisco	5½d.	1311. Valparaiso	2d.
1252. Bushire	2d.	1312. Mozambique	1d.
1253. Nagasaki	1d.	1313. Odessa	1½d.
1254. Smyrna	1d.	1314. Honduras	2½d.
1255. Yokohama	1½d.	1315. Batoum	4d.
1256. Stockholm	1½d.	1316. Quilimane	1d.
1257. Lisbon	1½d.	1317. Copenhagen	1d.
1258. Tientsin	1d.	1318. Lima	1d.
1259. Port Said	1d.	1319. New York	1d.

No. 1320.

Reference to previous Report, Annual Series-No. 1142.

TURKEY.

BAGHDAD AND BUSSORAH.

Consul-General Mockler to the Earl of Rosebery.

My Lord,

Baghdad, November 20, 1893.

I HAVE the honour to very respectfully submit herewith the Baghdad and Bussorah Trade Reports for the year 1892.

I regret the delay which has occurred in submitting these Reports, consequent on the difficulty in obtaining from merchants the necessary data.

I hope under arrangements I am making to be able to furnish such Trade Reports much earlier in future.

I have, &c.

(Signed) E. MOCKLER.

Report on the Trade of Baghdad and Bussorah for the Year 1892.

ABSTRACT of Contents.

	PAGE
Baghdad—	
Exports	2
Gum	2
Wheat	2
Wool	2
Galls	2
Opium	2
Exchange	2
Imports	2
Quarantine	3
Loaf sugar	3
Annexes—	
A.—Statement of exports from Baghdad to Europe and America ..	4
B.—Imports to Baghdad from Europe	4
C.—Imports to Baghdad from India	4

(1675)

A 2

ABSTRACT of Contents—continued.

	PAGE
Bussorah—	
Shipping and navigation	5
Imports	5
Exports	6
Exchange.. .. .	8
Public works	8
Health	8
Administration	9
Annexes—	
A. Statement of imports to Bussorah	9
B.—Statement of exports from Bussorah	10
C.—Return of shipping in harbour and tonnage	10
D.—Return of shipping, showing ports of arrival and departure.. .. .	11

Exports. As will be seen by a comparison of the tables appended, the exports to Europe and America during 1892 have been considerably less than in 1891.

Gum. In gum-tragacanth, which comes both from Persia and Sulimania, a larger trade was done than has ever taken place in past years. The supply was large, and everything brought to market was eagerly bought up, owing to the high prices which were ruling in the London market. This is an article which some years ago was almost unknown here, and now it is one of the principal exports of the country, and promises to become of more importance year by year.

Wheat. The wheat crop was too small to admit of exports, having been only sufficient for local requirements. Some few shipments, however, were made during the early part of the year from the old crop.

Wool. The wool clip was unusually large, though the quality was only average. The markets abroad having ruled fairly steady, there was a good demand here, and the whole quantity was moved off during the year without anything being carried forward.

Galls. There was not such a large crop of galls as usual, nor were all those brought to market disposed of, the demand having been very limited and prices asked too high to admit of business.

Opium. In Persian opium there was a large trade done, and buyers generally realised good prices, both in China and London. The drug at first fetched as much as 70*l.* per case, but eventually fell to 50*l.*

Exchange. Exchange on London at four months' sight was 114½ Government piastres per 1*l.* in January, but rose to 115½ in May, fell again to 113 in September and October, and at the close of the year again stood at 115½. The Turkish lira at 103½ Government piastres.

Imports. As stated in last year's trade report, there was an accumulation of many thousands of bales of piece-goods in Bussorah. It was well into the present year before this accumulation was all worked off, when goods ordered out for the early winter market arrived here at the approach of spring. The consequence was that the market was flooded with out-of-season goods, and those who could

not stand the loss or wait for the next season threw them on the underwriters' hands on the slightest pretext. Business during the whole year is said to have been in an unsatisfactory state and carried on with difficulty. Nevertheless, the imports this year were large.

The trade with Koot and Amara (on the Tigris) was entirely stopped by quarantine regulations for some months, and as these two towns supply all the surrounding districts and draw their supplies from Baghdad, the diminished demand for local trade was very noticeable. During the latter half of the year the trade with Persia was greatly hampered by the establishment of a cordon on the frontier for prevention of ingress of cholera. Eventually, however, goods were permitted to be transferred at Khanakin (on the Persian frontier) to Persian muleteers, which enabled business to be carried on, but on a much smaller scale than usual.

In French loaf sugar a very large business was done, but the markets at home were followed so closely that at no time during the year was it possible, I am informed, to realise much beyond bare cost and charges.

Annex A.—RETURN of Principal Articles of Export from Baghdad to Europe and America during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wool...	Cwts.	90,000	254,700	120,400	321,056
Mohair	"	4,000	14,100	3,580	11,622
Carpets	"	3,000	21,000	2,820	20,875
Skins and hides	"	5,000	16,000	4,900	22,830
Wheat	"	400,000	105,800	74,000	13,320
Seeds...	"	8,000	2,800	7,000	3,330
Galls...	"	16,000	42,000	9,500	20,765
Dates	Skins	50,000	16,000	48,000	10,750
"	Cases	1,700	600	4,110	765
"	Bags	4,000	13,600	635	240
Raisins	Cwts.	900	2,400	360	920
Almonds	"	9,100	54,600	2,300	3,990
Gum...	"	1,500	1,600	6,400	37,840
"	Cwts.	1,600	6,400	...	...
Tobacco	"	2,000	1,000	950	960
Roots	"	300	600	400	550
Intestines	"	170	8,800	60	2,310
Opium	Bags	...	...	480	1,350
Drugs	"	...	...	300	...
Spices	"	...	...	420	84
Maize	"	...	...	80	...
Ghee...	Cwts.	100	3,000	50	5,216
Silk goods	"	80	...	500	...
Sundries	"	600	...	...	...
Total		598,050	564,900	286,145	479,773

TURKEY.

Annex B.—RETURN of the Principal Articles of Import to
Baghdad from Europe during the Years 1891–92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Merchandise	58,087	508,270	51,772	491,834
Iron	6,214	4,660	9,489	7,116
Tin-plates	812	568	1,030	720
Copper	1,586	5,710	2,245	7,296
Steel	474	330	287	430
Coppersas	29	43	30	20
Glass	368	200	1,330	1,130
Logwood	1,821	1,455	..	..
Sugar	2,337	3,740	40,338	60,507
Soap	1,113	2,225	1,565	2,740
Leather	74	925	137	1,780
Hardware	870	6,810	787	5,500
Paper	1,444	6,065	1,724	6,900
Liquors	341	1,535	604	2,720
Candles	1,070	2,140	210	400
Other articles	7,081	17,690	2,278	6,265
Total	83,721	561,866	113,826	595,358

Annex C.—RETURN of the Principal Articles of Import to
Baghdad from India during the Year 1891–92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Merchandise	32,403	174,980	18,098	90,490
Sugar	18,107	20,825	6,150	7,688
„ candy	753	1,360	130	197
Tea	2,149	11,600	2,563	12,815
Coffee	5,540	30,470	5,134	30,804
Cardamums	78	1,560	56	396
Cloves	68	375	95	240
Tumeric	313	470	602	601
Ginger	532	480	275	620
Tamarind	2,207	1,435	286	143
Pepper	4,959	14,880	3,593	5,390
Spelter	..	..	10	50
Lead	572	800	507	380
Coppersas	78	140	52	34
Indigo	1,043	20,880	1,743	47,061
Henna	4,387	5,485	2,113	1,271
Tobacco	4,484	3,970	4,099	18,446
Dry limes	480	600	452	678
Drugs, medicine	1,514	1,665	1,927	2,409
Silk	112	3,420	121	3,025
Window glasses	332	230	666	500
Food grains	188	75	159	56
Liquors	106	480	57	257
Sundries	11,791	51,840	6,976	27,904
Total	92,246	353,020	55,869	251,955

BUSSORAH.

Consul Beville reports as follows:—

Shipping and Navigation.

In the year under report figures showing the number and General.
tonnage of native craft have been obtained. The return shows
a considerable falling-off as compared with the approximate
figures given in the previous report.

Tables C and D show the tonnage of vessels and also principal
ports whence steam vessels arrived and the ports they left for.

During the year under report, owing to the rising of some State of river.
Arab tribes on the Tigris near Amara, under the leadership of
Shaikh Sayhud, navigation on the river between Bussorah and
Baghdad was for a considerable time unsafe for lighters, and hence
the carrying trade by such means was considerably hampered.

A channel at the mouth of the river over the bar is buoyed
and kept up by private enterprise. The eastern, and better
channel, to which allusion has been made in previous reports,
has not been buoyed, and hence not used. Vessels drawing
18 feet 6 inches to 19 feet can pass the bar by the existing
channel, but many took in more cargo when over the bar by
means of lighters sent down the river from Bussorah.

Improvements at the mouth of the river by buoying the
eastern channel and thus rendering it navigable would enable
vessels drawing 20 ft. 6 in. to enter and leave the river.

At the commencement of the year freights ruled high, being Freights.
from 35s. to 36s., but after the first quarter they fell very low,
and except for special cargo during the date season when they
rose from 30s. to 32s. 6d., freights ruled from 15s. to 20s.

The reason for the lowness in freights was due to the fact of
the unprofitableness of loading grain and to the general depres-
sion in the shipping trade.

Rates to Bombay were during the year from 6 rs. to 10 rs.,
but freights from Kurachi to Bussorah owing to the smallness of
the trade were steady at 30 rs.

The port is plentifully supplied with lighters.

There is one so-called lighter agent who, being responsible to Lighterage.
the custom-house for landing cargo, has both agents and con-
signees at his mercy. The question is one of considerable
moment to the trade of Bussorah, as he being the only recognised
agent for the landing of cargo into the custom-house, it is most
necessary that his position towards both agents and consignees
should be clearly defined. At present he is responsible to neither
one nor the other, and it is impossible to obtain compensation for
losses incurred between the ship and the custom-house. The
matter is one which might be got over by a general combination
of agents and consignees, both British and native, but the latter for
various reasons decline to combine with the former in the matter.

Bussorah being for the most part the port for through trade Imports.
to Baghdad and districts and thence to Persia, imports were con-
siderably affected by the cholera, which closed all roads from

Baghdad, and the volume of upward cargo has not been as great as during preceding years; thus piece-goods, which is one of the chief articles of import into Russia via Bussorah, show a considerable falling off.

It must, however, be remembered that the year 1891, owing to the closing of the Russian grain markets, the exports trade of Bussorah received a great impetus, and thus far larger quantities of goods were imported in exchange for the grain which left the country in such large quantities.

Sugar.

Shows a considerable increase, due to the fact that Russian sugar being excluded from Persia owing to quarantine regulations, a greater demand for sugar from the Turkish side was the result.

Various articles which may be of interest as showing what the demands of the country are, have this year been shown separately instead of under the general head of "Sundries."

Matches.

There is a constantly growing increase in this article.

Wines and spirits.

Wines and spirits are also yearly imported in increasing quantities.

Grinding stones.

Grinding stones, i.e., stones for grinding wheat, &c., are mostly imported from the Persian Gulf.

Charcoal.

Fuel being very scarce in Bussorah there is a large import in this commodity. It is chiefly brought in native craft from India.

Coffee.

A considerable falling off in the import of this article which has realised high prices.

Kerosine oil and wood for building, &c.

Though apparently a considerable increase on the previous year's import, is not so great as at first sight appears, a great proportion being imported via India in native craft, and consequently not shown separately in the year 1891.

Earthenware and glass.

The import of these articles of the cheaper qualities is increasing. British goods however cannot compete with other and cheaper goods from European markets.

Exports.

The export of grain in 1891 was not normal, it being one of the best years as regards grain that Bussorah has experienced owing to the closing of Russian ports for export of grain. The totals for 1890, which may be taken as normal, show the year under report to have been somewhat under the average. This was owing to the failure of crops in Baghdad and districts, which kept prices up in Bussorah, and this with a falling market in London caused the shipment of grain to be an unprofitable undertaking.

Barley though not by any means a profitable undertaking, was, as regards legitimate trade, not so impossible as was the export of wheat.

The fact that the districts are yearly becoming more settled, causes more land to be taken into cultivation. The year 1891, owing to the impetus given to the export of grain, for the reasons above given, has shown to cultivators the advantages to be

gained by increased cultivation, and hence it may be safely surmised that the export of grain from Bussorah will in the near future make considerable progress. There are hundreds of square miles of land both on the Tigris and Euphrates which are capable of producing wheat, and which so far have not been cultivated. Communications by means of steamers and lighters are good between Bussorah and Baghdad. On the Euphrates however, owing to natural causes and also to the still unsettled state of the country, communications are bad. Should the latter be rectified, there is no doubt but that the increase in the export of grain will be very large, and as a natural consequence the demand for European products will materially increase.

The cultivation of the date palm is yearly increasing. The Dates. dates exported may be classed into two, viz., the box-packed dates, in demand in Europe and America, and the basket and skin-packed date, which is now in little demand in Europe, but which is gradually taking the first place in demand in Africa, the Red Sea littoral, and India.

As an example of the increase in export of this article, the figures showing the proportion of export 12 years ago and during the year under report may be of interest.

Twelve years ago dates were, for the most part, exported in baskets, and were mostly shipped to England. Now, though the production has increased five-fold, the demand for dates packed in baskets and skins in Europe and America remains as before, but the class packed in boxes—almost entirely exported to England and America—has increased five-fold.

Owing to excellent crops in 1891, a marked increase in the export of this article has taken place. Rice and paddy.

The quality is not such as can compete with Indian and Burmese as an article of food, though large quantities have been exported to Gulf ports and India for this purpose.

The greater quantity, however, has been exported to Europe as food for cattle, &c., for which, from its price, it is well suited.

Edra has not been shown separately in previous returns, but Edra. included under the heading of "seeds." This is an article of export for the most part to the Red Sea and Gulf ports.

Wool shows a considerable falling-off. This may be put Wool. down to the Persian frontier being closed owing to quarantine.

In the preceding year the Bombay market was over-stocked, Horses. and hence dealers suffered heavy losses. In the year under report, however, the import to India being less and the demand remaining normal, good prices were the rule, and the year may be looked upon as a successful one.

A very great falling-off is noticeable in this article, due to the Gall-nuts. fact that this is an article for the most part exported from Persia, viâ Baghdad, and owing to the closing of the frontier, the smallness of export as compared with previous years may be accounted for.

Liquorice root is obtainable in large quantities on the banks Liquorice root. of the Tigris, and considerable expansion in the trade may be

looked forward to, being in good demand in America for manufacture of tobacco.

Opium.

The export in opium was very small during the past year, owing to the closing of the Turkish frontier against Persian imports.

Exchange.

Exchange on London was as follows:—

			On Demand.	Three Months' Sight.	Remarks.
			Krans.	Krans.	
Average..	..	..	38½	37½	In November June to August
Highest..	..	..	38½	38¼	
Lowest ..	..	..	37½	37¼	

Exchange on Bombay:—

			On Demand.	Seven Days' Sight.	Remarks.
			Krans per 100 rupees.	Krans per 100 rupees.	
Average..	..	..	240	238	January to March September to October
Highest..	..	..	258	256	
Lowest ..	..	..	233	230	

Owing to exchange being high during the date season, owing to heavy drop in the rupee, shippers got good prices for their bills.

The price of the lira (Turkish) during the year was 34·15 krans.

The mejidie, 6·4 krans.

Pound sterling, 37 krans.

All the above are book krans, the hard kran averaging 4 per cent. premium.

Public works.

No public works were taken in hand during the year under report.

Health.

The general health of Bussorah was good, though fever and dysentery was prevalent during September and October, which are considered the most unhealthy months.

In the Nasserieh district a slight plague appeared in May, but soon died out. There were no recorded deaths by cholera during the year.

There was strict quarantine against Persia and India from September 1 to October 18, 1892; five days' quarantine against Europe was imposed in the month of October, 1892, and lastly to the end of the year.

Vessels arriving in Bussorah from other ports subject to 24 hours' surveillance.

There were no changes in the administration of this Pashalik Administration. during the year.

Many complaints were made during the past year regarding the working of the telegraph office in Bussorah, owing to the line being so often out of repair, and also to the publicity given to private telegrams, which cannot be sent in cipher.

Annex A.—RETURN of Principal Articles of Import from the Port of Bussorah during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Alum	Packages ...	...	...	510	1,020
Cloths—					
Cotton	Cases ...	23,946	678,215	11,520	325,825
Silk	" ...			70	
Wool	" ...			1,443	
Coffee	Bags ...	6,497	23,897	2,615	18,305
Copper	Bundles ...	4,468	19,943	6,011	24,044
Coal	Tons ...	7,846	12,316	8,676	12,146
Candles	Cases ...	...	...	1,624	1,624
Charcoal	Packages ...	...	...	11,536	2,884
Dhall	Bags ...	...	...	353	214
Earthenware	Packages ...	...	...	1,443	2,886
Gunnies	Bales ...	6,716	41,188	5,811	34,866
Gold thread	Cases ...	...	...	3	180
Goat hair	Packages ...	...	...	472	2,360
Glassware	" ...	...	...	3,338	10,014
Grinding stones	Number ...	...	...	14,587	1,453
Henna	Packages ...	...	...	2,417	3,626
Iron and steel—					
Bars	" ...	14,373	5,860	...	...
Rods		1,080	12,960	27,325	27,325
Sheets		...	...	6,589	6,589
Hoops	" ...	...	...	28	700
Indigo	Cases ...	518	13,200	57,993	14,498
Kerosene oil	" ...	30,179	10,893	2,264	3,426
Liquors	" ...	...	...	110	880
Leather	Bales ...	...	...	2,232	1,116
Lead	Slabs ...	...	...	1,906	953
Tin	Sheets ...	4,145	9,073	331	993
Medicines and drugs	Packages ...	...	...	817	3,268
Matches	Cases ...	...	...	...	...
Limes and lime juice	Bags and carboys ...	...	...	783	783
Nails	Cases ...	...	...	1,707	2,560
Preserves	Packages ...	...	...	203	609
Rice	Bags ...	4,552	2,266	4,390	2,195
Rope and twine	Bundles ...	...	...	4,785	4,785
Raw cotton and twist	" ...	...	...	1,604	16,040
Rose water	Carboys ...	...	...	1,083	433
Soap	Case ...	...	...	731	3,655
Sugar—					
Loaf	" ...	26,619	49,695	36,746	73,492
Crushed	Bags ...	12,548	17,924	17,074	25,611
Spices	Packages ...	13,826	18,270	12,410	24,820
Tamarinds	" ...	...	...	8,303	5,281
Tea	Cases ...	...	...	1,078	3,224
Tobacco	Packages ...	4,838	10,734	1,121	3,923
Wood—					
Pole, &c.	Number ...	...	...	64,137	6,414
Planks	" ...	28,782	6,595	89,462	13,419
Date boxes	Bundles ...	83,831	37,117	86,749	34,300
Sundries	Packages ...	62,659	123,976	23,591	115,998
Import by native craft*	Tons ...	30,000	50,000	...	...
Total	...	...	1,143,622	...	838,737

* Shown under proper heads this year.

**Annex B.—RETURN of Principal Articles of Export from the
Port of Bussorah during the Years 1891–92.**

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Almonds	Cases	...	£	...	£
Barley	Bags	34,837	8,764	107	430
"	Bulk cwts. ...	734,418	119,541	114,740	28,685
Carpets	Bales	820	21,140	475,330	95,066
Dates	Boxes	...	...	483	9,660
	Skins	959,702	303,537	566,436	169,930
	Baskets	...	...	565,530	141,382
Young date trees ...	Packages	...	...	406	25
Date seeds	"	...	...	45	23
Drugs	"	...	...	116	450
Edra	Bags	...	...	68,909	30,990
Gum	Packages	4,821	51,484	2,915	20,405
Gallnuts	Bags	11,576	47,964	3,833	15,332
Ghee	Cases	27,125	50,112	21,726	38,019
Hair and mohair ...	Bales	142	1,350	586	7,370
Hides and skins ...	"	3,128	18,939	3,206	12,832
Horses	Number	3,149	73,230	2,283	37,504
Liquorice root	Bales	1,582	3,604	4,919	9,838
Opium	Cases	627	57,600	12	1,200
Rice	Bags	49,582	18,362	142,256	56,890
Paddy	Bulk cwts. ...	8,200	1,476	...	...
"	Tons	...	...	2,813	8,353
Raisins	Bags	...	...	23,721	5,880
Seeds	"	...	...	350	900
Sesame seed	"	96,119	64,079	51,220	18,848
Silks	Bales	6,566	4,580	9,068	6,293
Wheat	Bags	158	3,480	23	690
Wool	Bales	762,523	355,504	324,120	160,000
Sundries	Bales	33,535	286,056	27,705	221,540
Dates and grain by native craft*	Packages	9,206	33,875	3,136	15,680
	Tons	100,000	500,000	...	...
Total			2,024,927		1,114,315

* Shown under separate heads this year.

**Annex C.—RETURN of all Shipping at the Port of Bussorah
during the Year 1892.**

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
English and British ...	...	...	...	...	...	...
Indian	147	15,162	124	129,742	271	144,904
Arab and Turkish... ..	298	11,549	2	2,471	300	14,020
Persian	210	12,678	...	...	210	12,678
French	6	846	1	184	7	1,030
Norwegian	...	...	2	2,269	2	2,269
Total	661	40,235	129	134,666	790	174,901

**Annex D.—STATEMENT of Steamers which Visited the Port of
Bussorah in the Year 1892.**

Nationality.	Number of Steamers.	Whence Coming.	Whither Bound.	Tonnage (Net.)
British	35	United Kingdom	London	58,162
	78	Bombay	Bombay	66,074
	2	Singapore	Singapore	1,345
	3	United Kingdom	Jedda	3,798
	1	"	New York	1,067
	1	"	Port Said	1,198
	1	Batoum	London	1,098
Total	124	...	...	129,742
Norwegian	1	Christiania	Port Said... ..	1,182
"	1	"	London	1,137
French	1	Marseilles	Per Gulf ports	184
Turkish	2	Constantinople	Constantinople	2,471
Grand total	129	...	..	134,666

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 1 | 94--H & S 1675)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1157.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892
ON THE
FOREIGN COMMERCE OF THE UNITED STATES.

*Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
82, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAPTON STREET, DUBLIN.

1893.

[C. 6855—44.]

Price Twopence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1039. Brest	1d.	1098. Nagasaki	1d.
1040. Madeira	½d.	1099. Constantinople	2d.
1041. Antwerp	1½d.	1100. Buenos Ayres	½d.
1042. Taganrog	2½d.	1101. Shanghai	2d.
1043. Algiers	2½d.	1102. Jeddah	½d.
1044. Hankow	1½d.	1103. Chicago	3d.
1045. Nantes	1½d.	1104. Erzeroum	½d.
1046. Belgrade	2d.	1105. Loanda	3d.
1047. Fiume	1d.	1106. Macao	½d.
1048. Wuhu	1d.	1107. Canton	1d.
1049. Cagliari	1d.	1108. Paramaribo	1½d.
1050. Erzeroum	1d.	1109. Tunis	1½d.
1051. Syra	1d.	1110. Sofia	3d.
1052. Cherbourg	1d.	1111. Brunei	1½d.
1053. Lima	1d.	1112. Athens	2½d.
1054. Bilbao	1½d.	1113. Alexandria	2d.
1055. Cadiz	2d.	1114. Vienna	1d.
1056. Corunna	2½d.	1115. Stettin	2½d.
1057. Saigon	1d.	1116. Bernae	1d.
1058. Port-au-Prince	1d.	1117. Palermo	2½d.
1059. Trebizond	1d.	1118. Tokio	1½d.
1060. Barcelona	1½d.	1119. St. Petersburg	3d.
1061. Tainan	1d.	1120. Teneriffe	1d.
1062. Smyrna	1½d.	1121. Damascus	1d.
1063. Old Calabar	½d.	1122. Naples	2d.
1064. Samoa	½d.	1123. Hakodate	1d.
1065. Tahiti	1d.	1124. Montevideo	2½d.
1066. Chefoo	6d.	1125. Stockholm	1½d.
1067. Gothenburg	2d.	1126. Dantzic	2d.
1068. Buenos Ayres	1½d.	1127. The Hague	1½d.
1069. Loanda	1½d.	1128. Odessa	1d.
1070. Guatemala	1d.	1129. Berne	1½d.
1071. Zanzibar	1d.	1130. Malaga	3d.
1072. Charleston	2½d.	1131. Rome	2½d.
1073. Nice	1d.	1132. St. Jago de Cuba	4½d.
1074. Caracas	1d.	1133. Munich	1½d.
1075. Lisbon	2d.	1134. Meshed	1d.
1076. Calais	2d.	1135. Guayaquil	½d.
1077. Rio Grande do Sul	5½d.	1136. Rio de Janeiro	4½d.
1078. Philadelphia	2½d.	1137. Tonga	1d.
1079. Brindisi	2d.	1138. Copenhagen	1d.
1080. New York	2d.	1139. Tangier	1½d.
1081. San Francisco	1½d.	1140. Buenos Ayres	2½d.
1082. Frankfort	4d.	1141. Para	1d.
1083. Higo	1½d.	1142. Baghdad and Bussorah	1½d.
1084. Tokio	1½d.	1143. Christiania	5½d.
1085. Amsterdam	1d.	1144. Old Calabar	2d.
1086. San Francisco	3d.	1145. Trieste	1½d.
1087. Bangkok	½d.	1146. Quito	1d.
1088. Seoul	1½d.	1147. Buenos Ayres	6d.
1089. Chiengmai	1d.	1148. Bogotá	1d.
1090. Copenhagen	½d.	1149. The Hague	2d.
1091. New Caledonia	½d.	1150. Mexico	2½d.
1092. Rushire	2d.	1151. Florence	1d.
1093. Tamsui	1d.	1152. Calais	1d.
1094. Dunkirk	1d.	1153. Lorenzo Marques	1½d.
1095. Port Said	1d.	1154. Patras	1d.
1096. Guatemala	½d.	1155. Taganrog	1d.
1097. Chungking	9d.	1156. Stockholm	1d.

No. 1157.

UNITED STATES.

WASHINGTON.

Sir J. Pouncefote to the Earl of Rosebery.

My Lord,

Washington, February 9, 1893.

I HAVE the honour to enclose a letter which I have received from Mr. Michael Herbert, First Secretary in this Legation, transmitting a Report which he has drawn up on the Foreign Commerce of the United States for the Fiscal Year ending June 30, 1892, and for the Calendar Year ending December 31, 1892.

I have, &c.

(Signed) JULIAN PAUNCEFOTE.

Mr. Herbert to Sir J. Pouncefote.

Dear Sir,

Washington, February 8, 1893.

I HAVE the honour to transmit herewith a Report, which I have drawn up, on the Foreign Commerce of the United States for the Fiscal Year ending June 30, 1892, and for the Calendar Year 1892.

The Tables and Figures given in this Report have been taken from various publications issued by the Bureau of Statistics.

I have, &c.

(Signed) MICHAEL H. HERBERT.

Report on the Foreign Commerce of the United States for the Fiscal Year ending June 30, 1892, and for the last Calendar Year.

ABSTRACT of Contents.

	PAGE
Exports and imports for the year ending June 30, 1892	3
" for the year ending June 30, 1892	6
Imports	12
Imports and exports for the calendar year ending December 31, 1892 ..	22
Remarks	23
(1465)	A 2

Value of exports and imports.	The total value of the imports and exports of the United States during the fiscal year ending June 30, 1892, was 1,857,680,610 dol. (371,536,122 <i>l</i>) against 1,729,397,006 dol. (345,879,401 <i>l</i>) in 1891, an increase of 128,283,604 dol. (25,656,720 <i>l</i>).
Value of imports.	The value of the imports during the same period amounted to 827,402,462 dol. (165,480,492 <i>l</i>) against 844,916,196 dol. (168,983,239 <i>l</i>) in 1891, a decrease of 17,513,734 dol. (3,502,746 <i>l</i>).
Value of exports.	The value of the exports during the same period amounted to 1,030,278,148 dol. (206,055,629 <i>l</i>) against 884,480,810 dol. (176,896,160 <i>l</i>), an increase of 145,797,338 dol. (29,159,467 <i>l</i>).
Large exports.	The value of the exports during this period was the largest of any year in the history of the United States, as was also the aggregate value of imports and exports.

TABLE showing the Imports and Exports for each Fiscal Year from 1881 to 1892 inclusive, and the Increase or Decrease in the Imports, Exports, and the Total Values thereof respectively.

Year ending June 30.	Value of Imports.	Yearly Increase (+) or Decrease (-) from 1881.	Value of Exports.	Yearly Increase (+) or Decrease (-) from 1881.	Total Value of Imports and Exports.	Yearly Increase (+) or Decrease (-) from 1881.	Excess of Exports.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1881	642,664,623	..	902,377,346	..	1,545,041,974	..	259,712,718
1882	724,639,574	+	750,542,257	-	1,475,181,831	+	25,902,683
1883	723,150,914	+	823,889,402	-	1,547,020,316	+	100,658,488
1884	667,697,693	+	740,513,609	-	1,408,211,302	-	72,815,916
1885	577,527,329	-	742,189,755	-	1,319,717,084	-	164,662,426
1886	635,436,136	-	679,524,830	-	1,314,960,966	-	44,088,694
1887	692,319,768	+	716,183,211	-	1,408,502,979	-	23,863,443
1888	723,957,114	+	695,954,507	-	1,419,911,621	-	28,002,607*
1889	745,131,652	+	742,401,375	-	1,487,533,027	+	57,508,947
1890	789,310,409	+	837,828,654	-	1,647,139,063	+	68,518,275
1891	844,916,196	+	884,430,810	-	1,729,397,006	+	39,564,614
1892	827,402,462	+	1,030,278,143	+	1,857,680,610	+	202,875,686

* Excess of imports.

WASHINGTON.

UNITED STATES.

TABLE showing the Condition of the Commerce of the United States with the Leading Countries and Grand Divisions of the World during the Year ending June 30, 1892.

Grand Divisions.		Exports.			Imports.	Total Exports and Imports.	Excess of Exports (+) or of Imports (-).
		Domestic.	Foreign.	Total.			
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
COUNTRIES.							
United Kingdom ..	..	499,957,868	5,957,464	499,315,332	156,300,881	655,616,213	343,014,451
Germany ..	..	104,180,732	1,340,826	105,521,558	82,907,553	188,429,111	22,614,005
France ..	..	97,896,132	1,230,575	99,126,707	68,554,793	167,681,500	30,571,914
Belgium ..	..	47,713,121	1,071,996	48,785,117	10,273,061	59,058,178	38,512,056
Netherlands ..	..	43,556,865	361,119	43,917,984	10,886,802	54,804,786	33,034,122
Italy ..	..	14,223,947	93,835	14,317,782	22,161,617	36,479,399	7,843,835
British North American possessions ..	..	42,580,578*	2,305,410	44,885,988	35,334,547	80,220,535	9,551,441
Mexico ..	..	13,696,581*	597,468	14,293,999	28,107,525	42,401,524	13,818,526
West India ..	..	37,600,708	907,595	38,508,303	99,606,305	138,114,608	61,698,002
Brazil ..	..	14,240,009	51,864	14,291,873	118,633,604	132,925,477	104,341,731
China ..	..	5,663,471	26	5,663,497	20,488,291	26,151,788	14,824,794
British India and East India ..	..	3,674,141	166	3,674,307	24,773,107	28,447,404	21,098,800
Japan ..	..	3,288,252	1,829	3,290,111	23,790,202	27,080,313	20,500,091
All other countries ..	..	93,459,626	1,225,964	94,685,590	125,554,174	220,269,764	30,898,584
Total ..	..	1,015,732,011	14,540,137	1,030,272,148	827,402,462	1,857,680,610	202,875,686

TABLE showing the Condition of the Commerce of the United States with the Leading Countries and Grand Divisions of the World during the Year ending June 30, 1892—continued.

Grand Divisions.		Exports.			Imports.	Total Exports and Imports.	Excess of Exports (+), or of Imports (-).
		Domestic.	Foreign.	Total.			
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
GRAND DIVISIONS.							
Europe ..	..	841,087,922	9,535,228	850,623,150	391,628,409	1,242,251,619	+ 458,994,681
North America ..	..	101,463,351*	4,152,833	105,616,184	174,054,181	279,620,365	68,487,997
South America ..	..	82,573,022	573,692	83,146,714	150,727,759	133,875,373	— 117,580,145
Asia ..	..	19,581,656	9,294	19,590,950	80,138,251	99,728,601	60,347,901
Oceania ..	..	15,274,896	297,871	15,572,767	23,133,062	38,705,829	7,560,295
Africa ..	..	5,635,162	26,103	5,661,265	5,313,052	10,379,317	256,787
All other countries ..	..	715,702	1,116	716,818	2,402,688	3,119,506	1,685,870
Total ..	..	1,015,732,011	14,546,137	1,030,278,148	827,402,462	1,857,680,610	+ 202,875,686

* Exports by railways are incomplete.

Large trade
with Great
Britain.

It will be seen from this table that the total value of the trade of the United States with Great Britain amounted to 655,616,213 dol. (131,103,242*l.*), forming about 35 per cent. of the trade of the United States with all nations, and about 53 per cent. of the trade of the United States with all Europe.

Exports.

Exports.

The great increase in the value of domestic exports from the United States was principally in breadstuffs, the result of the extraordinary wheat crop of 1891.

Increase or
decrease in
exports.

The material increase or decrease in the values of the principal articles of domestic export was during the last fiscal year as follows:—

INCREASE.

Articles.	Value.
	Dollars.
Breadstuffs.. .. .	171,241,461
Cattle	4,653,846
Fruits, including nuts	4,191,852
Seeds	3,751,383
Beef, fresh	2,731,678
Copper, manufactures of	2,611,795
Oil-cake and oil-cake-meal	2,261,110
Bacon	1,929,944
Oleomargarine	1,093,322
Vegetable oils	1,032,019

DECREASE.

Articles.	Value.
	Dollars.
Cotton, unmanufactured	32,251,657
Mineral oils	7,220,742
Sugar, refined	5,473,269
Beef, salted, pickled, and other cured	3,383,824
Hog products, except bacon	1,722,076
Carriages, horse cars, and cars for steam rail-roads	1,636,685
Copper ore	1,224,116
Leather, and manufactures of	1,194,066

Comparing the exports of the year 1890, the year prior to the change in the tariff (the McKinley Act became law in October, 1890), there was an increase in the value of domestic exports to—

Country.	Value.
	Dollars.
United Kingdom	49,498,859
France	48,883,128
Belgium	21,572,744
Netherlands	21,069,277
Germany	19,865,517
Spanish West Indies	5,513,833
China	2,719,681
Brazil	2,337,513

DECREASE.

Country.	Value.
	Dollars.
Argentine Republic	5,679,302
Russia in Europe.	3,840,470
Japan	1,938,904
Spain	1,214,123
British India and East Indies	981,115
Hawaiian Islands	944,882

TABLE showing the Exports of the Domestic Merchandise of the Different United States during the last Three Fiscal Years Classified by Groups according to Sources of Production. classes of exports.

Groups.	1890.	1891.	1892.	Per cent., 1892.
	Dollars.	Dollars.	Dollars.	
Products of agriculture	629,820,808	642,751,344	799,323,232	78.69
" manufacture	151,102,376	168,927,315	158,510,987	15.61
" mining	22,297,765	22,054,370	20,632,855	2.04
" the forest	29,473,084	28,715,713	27,957,423	2.75
" the fisheries	7,458,385	6,208,577	5,403,587	0.53
Other products	5,141,420	3,612,364	3,838,947	0.38
Total	845,293,828	872,270,283	1,015,732,011	100.00

Table showing the values of the various articles of merchandise of domestic product and manufacture exported from the United States during the fiscal year ending June 30, 1892:— Value of various articles of export.

Order.	Articles.	1892.	Per Cent. of Total for 1892.
		Dollars.	
1	Breadstuffs	299,363,117	29.47
2	Cotton, unmanufactured	258,461,241	25.44
3	Provisions, including meat and dairy products	140,362,159	13.83
4	Mineral oils	44,805,992	4.41
5	Animals	36,498,221	3.59
6	Iron and steel, and manufactures of	28,800,980	2.84
7	Wood, and manufactures of	25,788,967	2.54
8	Tobacco, and manufactures of	24,739,425	2.45
9	Cotton, manufactures of	18,266,277	1.80
10	Leather, and manufactures of	12,084,781	1.19
11	Oil-cake and oil-cake meal	9,713,204	0.97
12	Coal	8,649,158	0.85
13	Naval stores (resin, tar, turpentine, pitch, and spirits of turpentine)	7,989,923	0.79
14	Copper, manufactures of	7,226,392	0.71
15	Chemicals, drugs, dyes, and medicines	6,693,855	0.66
16	Fruits, including nuts	6,626,145	0.65
17	Seeds	6,252,282	0.61
18	Copper ore	6,036,777	0.60
19	Vegetable oils	5,334,955	0.52
20	Fish	4,522,763	0.45
21	Paraffin and paraffin wax	3,965,263	0.39
22	Agricultural implements	3,794,983	0.37
23	Furs and fur skins	3,586,339	0.35
24	Fertilisers	2,657,120	0.26
25	Hops	2,420,502	0.24
26	Spirits, distilled	2,401,117	0.24
27	Glucose and grape sugar	2,272,779	0.22
28	Flax, hemp, and jute, manufactures of	1,998,663	0.20
29	Carriages and horse cars, and parts of	1,944,170	0.19
30	Books, maps, engravings, etchings, and other printed matter	1,943,228	0.19
31	Sugar and molasses	1,935,984	0.19
32	Vegetables	1,898,145	0.18
33	Indiarubber and gutta-percha, and manufactures of	1,416,067	0.14
34	Instruments and apparatus for scientific purposes	1,388,117	0.14
35	Paper, and manufactures of	1,382,251	0.14
36	Cars, passenger and freight, for steam railroads	1,320,265	0.13
37	Grease, grease scraps, and all soap stocks	1,293,598	0.13
38	Clocks and watches, and parts of	1,249,616	0.12
39	Hides and skins, other than furs	1,223,896	0.12
40	Musical instruments	1,164,656	0.11
41	Soap	1,063,207	0.10
42	Jewellery, and manufactures of gold and silver	1,026,188	0.10
43	Animal oils	978,688	0.10
44	Glass and glassware	942,302	0.09
45	Casings for sausages	878,675	0.09
46	Gunpowder and other explosives	860,355	0.08
47	Zinc, manufactures of	765,567	0.07
48	Paints and painters' colours	709,857	0.07
49	Marble and stone, and manufactures of	707,536	0.07
50	Malt liquors	657,984	0.06
51	Starch	612,531	0.06
	All other articles	12,110,849	1.19
	Total	1,015,732,011	100.00

TABLE showing the Value of the Domestic Exports of the United States for 1892 to Foreign Countries in order of magnitude.

Order.	Countries to which Exported.	1892.	Per Cent. of Total for 1892.
		Dollars.	
1	United Kingdom	493,957,868	48·62
2	Germany.. .. .	104,180,732	10·25
3	France	97,899,132	9·63
4	Belgium.. .. .	47,713,121	4·69
5	Netherlands	43,556,865	4·27
6	British North American Possessions	42,580,578	4·19
7	West Indies, including Bermuda	38,491,660	3·79
8	Brazil	14,240,009	1·41
9	Italy	14,223,947	1·40
10	Mexico	13,696,531	1·35
11	Spain	11,522,150	1·12
12	British Australasia	11,246,474	1·10
13	Denmark	8,353,381	0·83
14	Russia in Europe	6,693,095	0·65
15	Sweden and Norway	6,578,357	0·64
16	Central American States	5,272,029	0·53
17	China	5,663,471	0·56
18	Hong-Kong	4,887,350	0·48
19	Portugal	4,081,453	0·40
20	Venezuela	3,991,908	0·39
21	British East Indies	3,674,141	0·36
22	Hawaiian Islands	3,662,018	0·36
23	Chile	3,533,342	0·35
24	British Africa	3,453,700	0·35
25	Japan	3,288,282	0·33
26	Colombia	3,065,466	0·30
27	Argentine Republic	2,643,325	0·26
28	Guiana	2,363,326	0·23
29	Austria-Hungary	1,485,233	0·15
30	Dutch East Indies	1,372,035	0·14
31	Peru	1,002,977	0·10
32	Uruguay	907,067	0·09
33	Ecuador and Bolivia	826,502	0·08
	All other countries	5,021,486	0·55
	Total	1,015,732,011	100·00

RECAPITULATION.

Geographical Divisions.	1892.	Per Cent. of Total Export.
	Dollars.	
Europe	841,087,922	82·82
North America.. .. .	101,463,351	9·98
South America.. .. .	32,573,932	3·21
Asia	19,581,056	1·93
Oceania	15,274,896	1·50
Africa	5,035,162	0·49
All other countries	715,702	0·07
Total	1,015,732,011	100·00

TABLE showing the Increase or Decrease of the Domestic Exports of the United States by Articles for the Fiscal Year ending June 30, 1892, as compared with the Fiscal Year ending June 30, 1891.

Articles.	1891.	1892.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.
Agricultural implements	3,219,130	3,794,983	575,853	...
Animals—				
Cattle... ..	30,445,249	35,099,095	4,653,846	...
All other	2,489,837	1,399,126	...	1,090,711
Total	32,935,086	36,498,221	3,563,135	...
Breadstuffs—				
Corn	17,652,687	41,590,460	23,937,773	...
Oats	405,708	3,842,559	3,436,851	...
Rye	212,161	11,432,160	11,219,999	...
Wheat and wheat flour	106,125,888	236,761,415	130,635,527	...
All other	3,725,212	5,736,523	2,011,311	...
Total	128,121,666	299,363,117	171,241,461	...
Carriages, horse cars, and cars for steam railroads	4,901,120	3,264,435	...	1,636,685
Copper, and manufactures of—				
Ore	7,260,993	6,036,777	...	1,224,116
Manufactures of	4,614,697	7,226,392	2,611,795	...
Cotton—				
Unmanufactured	290,712,898	258,461,241	...	32,251,657
Manufactures	13,604,857	13,226,277	...	378,580
Fruits, including nuts	2,434,793	6,626,145	4,191,352	...
Glucose or grape sugar	1,394,131	2,272,779	878,648	...
Leather, manufactures of	13,278,847	12,084,781	...	1,194,066
Oil-cake and oil-cake meal	7,452,094	9,713,204	2,261,110	...
Oils—				
Animal	1,281,783	978,688	...	303,095
Mineral, crude	5,876,482	5,101,840	...	774,612
" refined, or manufactured	46,150,282	23,704,162	...	6,446,130
Vegetable	4,302,936	5,334,965	1,032,019	...
Provisions—				
Beef products—				
Beef, fresh	15,322,054	18,053,732	2,731,678	...
All other beef	19,766,261	16,382,437	...	3,383,824
Hog products—				
Bacon	37,404,989	39,334,933	1,929,944	...
All other	47,503,709	45,781,633	...	1,722,076
Oleomargarine	8,114,154	9,207,476	1,093,322	...
Dairy products	9,863,780	10,358,893	495,113	...
Seeds	2,600,909	6,262,282	3,751,383	...
Spirits	1,887,431	2,401,117	513,686	...
Sugar, refined	6,138,746	665,477	...	5,473,269
Vegetables	1,336,975	1,898,145	562,170	...
Wood, and manufactures of, not including firewood	26,263,014	25,788,967	...	474,047
Zinc, manufactures of	131,732	765,567	633,835	...
All other articles	128,495,984	129,153,365	657,381	...
Total	872,270,286	1,015,732,011	143,461,728	...

Falling-off in manufactures. It will be seen from this table that although the exports of agricultural merchandise increased so largely during the last fiscal year, that the exports of manufactures fell off about 13,000,000 dol.

Imports.

Imports. As has before been stated the value of the imports into the United States for 1892 amounted to 827,402,462 dol. (165,480,492*l.*), showing a decrease of 17,513,734 dol. (3,502,746*l.*). The value of free merchandise imported was 457,999,658 dol. (91,599,931*l.*), and of dutiable 369,402,804 dol. (73,880,560*l.*), an increase in the value of free merchandise of 91,758,306 dol. (18,351,661*l.*), and a decrease in the value of dutiable goods of 109,272,040 dol. (21,854,408*l.*), caused mainly by the transfer of sugar from the dutiable to the free list by the new tariff.

Increase or decrease in free and dutiable imports. The material increase or decrease in the value of the principal classes of free and dutiable imports during the year ending June 30, 1892, as compared with 1891, was as follows:—

INCREASE.

Articles.	Value.
	Dollars.
Free of duty—	
Sugar and molasses	61,886,453
Coffee	80,677,880
Indiarubber and gutta-percha, crude	1,812,280
Textile grasses and fibrous vegetable substances	1,172,423
Dutiable—	
Flax, hemp, and jute, manufactures of ..	2,269,123
Tobacco, leaf, suitable for cigar wrappers ..	2,166,058

DECREASE.

Articles.	Value.
	Dollars.
Free of duty—	
Hides and skins other than fur skins	1,272,626
Eggs	1,053,964
Animals	789,307
Fruits, including nuts	773,236
Dutiable—	
Sugar and molasses	52,128,440
Iron and steel, and manufactures	24,820,275
Silk, manufactures of	6,707,249
Wool, manufactures of	5,494,201
Tobacco, leaf, other than suitable for cigar wrappers	5,117,797
Fruits, including nuts	4,265,994
Vegetables	4,193,147
Flax, hemp, and jute, unmanufactured ..	3,335,034
Barley	1,630,553
Seeds	1,606,133
Rice	1,480,560
Cotton, manufactures of	1,388,783
Chemicals, drugs, dyes, and medicines ..	1,244,009
Wines	1,062,557

Comparing the imports of the year 1890, the last complete year prior to the new tariff Act, with the imports of the year 1892 there was an increase in the value of imports from—

Country.	Value.
	Dollars.
Brazil	59,314,843
Spanish West Indies	23,324,461
Mexico	5,416,610
China	4,227,820
British Australasia	4,214,630
British India and East Indies	3,968,788
Japan	2,686,378
Central American States	2,167,344
Italy	1,831,566

And a decrease in the value of imports from—

Country.	Value.
	Dollars.
United Kingdom	30,188,075
Germany	15,930,130
France	9,117,518
Netherlands	6,142,431
Philippine Islands	5,283,973
Hawaiian Islands	4,238,026
British North American Possessions	4,062,433

Comparing the imports of the year 1891 with those of the year 1892 there was an increase in the value of imports from—

Country.						Value.
						Dollars.
Brazil	..	..	..	..	..	35,403,009
Spanish West Indies	..	..	..	..	..	16,801,173
Japan	..	..	..	..	..	4,481,004
British Australasia..	..	..	..	..	..	2,253,285
British East Indies	..	..	..	..	..	1,416,118

And a decrease in the value of imports from—

Country.						Value.
						Dollars.
United Kingdom	..	..	..	..	..	38,422,381
Germany	..	..	..	..	..	14,408,830
France	..	..	..	..	..	8,134,202
Hawaiian Islands	..	..	..	..	..	5,819,715
Austria-Hungary	..	..	..	..	..	3,376,745
British West Indies	..	..	..	..	..	3,853,052
Quebec, &c...	..	..	..	..	..	2,681,385
Venezuela	..	..	..	..	..	1,753,203
Nova Scotia, New Brunswick, &c.	..	..	..	..	..	1,640,417
Netherlands	..	..	..	..	..	1,535,372

Imports
during last
7 years.

The values of the imports of merchandise into the United States during the last 7 fiscal years, classified by groups according to degree of manufacture or uses, were as follows:—

Year ending June 30.	Articles—					
	Of Food and Live Animals.		In a crude condition, which enter into the Various Processes of Domestic Industry.		Wholly or Partially Manufactured for use as Materials in the Manu- factures and Mechanic Arts.	
	Value.	Per Cent.	Value.	Per Cent.	Value.	Per Cent.
	Dollars.		Dollars.		Dollars.	
1886	199,176,405	31·35	148,146,022	23·31	78,843,160	12·41
1887	213,973,334	30·92	168,199,431	24·30	80,328,760	11·60
1888	220,786,451	30·50	174,270,070	24·07	84,932,085	11·73
1889	239,140,245	32·10	178,646,235	23·96	83,979,997	11·27
1890	251,944,708	31·92	180,846,654	22·91	84,746,767	10·74
1891	284,715,737	33·72	196,393,669	23·27	107,024,423	12·91
1892	303,158,928	36·64	204,093,996	24·67	83,206,471	10·06

Year ending June 30.	Articles—				
	Manufactured, Ready for Consumption.		Of Voluntary use, Luxuries, &c.		Total.
	Value.	Per Cent.	Value.	Per Cent.	Value.
	Dollars.		Dollars.		Dollars.
1886	127,975,118	20·14	31,295,431	12·79	635,436,136
1887	139,969,463	20·21	39,848,790	12·97	692,319,768
1888	147,988,782	20·44	95,979,726	13·26	723,957,114
1889	140,080,553	19·61	97,284,622	13·06	745,131,652
1890	157,943,573	20·01	113,828,707	14·42	769,310,409
1891	138,469,966	16·21	118,312,401	13·89	844,916,196
1892	132,178,815	15·97	104,764,252	12·66	827,402,462

Leading
articles of
imports.

TABLE showing the Values of Merchandise Imported into the United States during the Years ending June 30, 1890, 1891, and 1892, respectively, with the Percentage of the Aggregate Value for 1892 of the Imports of each Class of Merchandise.

Number.	Articles.	1890.	1891.	1892.	Per Cent. of Total, 1892.
		Dollars.	Dollars.	Dollars.	
1	Coffee	78,267,432	96,123,777	128,041,930	15.48
2	Sugar, molasses, sugar candy, and confectionery— Molasses	5,168,795	2,659,172	2,877,744	...
	Sugar, sugar candy, and confectionery	96,125,031	105,799,449	104,506,554	...
	Total	101,293,826	108,458,621	107,384,298	12.98
3	Silk, and manufactures of— Unmanufactured	24,325,531	19,077,366	25,059,325	...
	Manufactures of	38,686,374	37,880,143	31,172,894	...
	Total	63,011,905	56,957,509	56,232,219	6.80
4	Wools, hair of the alpaca, &c., and manufactures of— Unmanufactured	15,264,083	18,231,372	19,683,108	...
	Manufactures of	56,682,432	41,060,080	35,565,879	...
	Total	71,846,515	59,291,452	55,253,987	6.88
5	Chemicals, drugs, dyes, and medicines	41,602,078	47,317,031	45,961,639	5.55
6	Textile grasses or fibrous vegetable substances— Unmanufactured	20,541,767	21,286,705	19,124,094	...
	Manufactures of	28,514,200	24,191,546	26,454,666	...
	Total	49,055,967	45,478,251	45,578,760	5.51
7	Cotton, and manufactures of— Unmanufactured	1,392,728	2,825,004	3,217,521	...
	Manufactures of	29,918,055	29,712,624	28,323,841	...
	Total	31,310,783	32,537,628	31,541,362	3.81
8	Iron and steel, and manu- factures of— Ores	2,415,714	2,430,159	2,592,461	...
	Manufactures of	41,679,501	53,544,372	28,928,103	...
	Total	44,095,215	55,974,531	31,520,564	3.81
9	Hides and skins, other than fur skins	21,881,886	27,930,759	26,850,218	3.25
10	Fruits, including nuts	20,746,471	25,983,136	20,943,906	2.53
11	Indiarubber and gutta- percha, and manufactures of— Crude	14,854,512	18,020,804	19,833,090	...
	Manufactures of	367,647	354,645	432,856	...
	Total	15,222,159	18,375,449	20,265,946	2.45
12	Wood, and manufactures of— Unmanufactured	4,266,689	5,360,611	5,682,967	...
	Manufactured	12,975,227	14,527,675	14,163,471	...
	Total	17,241,916	19,888,186	19,846,438	2.40
13	Tea	12,317,493	13,823,993	14,373,222	1.74
14	Distilled spirits, malt liquors, and wines— Malt liquors	1,427,608	1,765,702	1,709,960	...
	Spirits, distilled	3,312,746	4,254,661	2,950,495	...
	Wines	8,659,956	10,007,060	8,944,503	...
	Total	13,600,310	16,027,423	13,604,958	1.64

TABLE showing the Values of Merchandise Imported into the United States during the Years ending June 30, 1890, 1891, and 1892, respectively, with the Percentage of the Aggregate Value for 1892 of the Imports of each Class of Merchandise—continued.

Number.	Articles.	1890.	1891.	1892.	Per Cent. of Total, 1892.
		Dollars.	Dollars.	Dollars.	
15	Precious stones, not set, including diamonds, rough or uncut	12,383,335	13,271,602	13,451,007	1·63
16	Leather, and manufactures of	12,436,080	12,682,303	13,300,321	1·61
17	Tobacco, and manufactures of—				
	Leaf	17,605,192	13,284,162	10,332,423	...
	Manufactures of	4,105,282	3,478,979	2,926,051	...
	Total	21,710,454	16,763,141	13,258,474	1·60
18	Furs dressed and undressed, and manufactures of ...	7,553,816	9,828,849	10,197,131	1·23
19	Ore, silver-bearing	7,748,572	8,953,608	9,666,761	1·17
20	Glass and glassware	7,352,513	8,364,312	8,738,964	1·06
21	Earthen, stone, and china ware	7,030,301	8,331,388	8,708,598	1·05
22	Tin, bars, blocks, or pigs ...	6,898,909	7,971,545	8,667,870	1·05
23	Metals, metal compositions, and manufactures of, not otherwise specified ...	4,234,082	7,222,670	6,574,483	0·79
24	Feathers; flowers, artificial; perfumery, pipes, toys, &c. ...	5,412,887	6,196,262	6,097,221	0·73
25	Paper stock, crude	5,261,448	5,018,248	5,418,263	0·66
26	Breadstuffs and other farinaceous substances	7,142,998	5,028,209	4,889,147	0·59
27	Fish, not elsewhere specified ...	4,590,585	5,644,628	4,585,450	0·55
28	Coal, bituminous	3,087,760	3,588,273	4,373,079	0·53
29	Animals	6,766,932	4,945,365	4,251,616	0·51
30	Books, maps, engravings, and other printed matter ...	3,994,070	4,227,403	3,996,095	0·48
31	Cement	2,172,952	4,021,998	3,855,572	0·47
32	Lead, and manufactures of ...	657,658	2,560,886	3,653,378	0·44
33	Paper	2,816,860	3,031,454	3,342,304	0·40
34	Articles, the growth, produce, &c., of the United States, returned, except distilled spirits	3,133,406	2,421,354	3,268,535	0·40
35	Occoa, crude, and leaves and shells of	2,312,781	2,817,163	3,221,041	0·39
36	Spices	3,223,071	3,151,833	3,047,826	0·37
37	Rice	2,540,674	4,559,540	3,030,883	0·37
38	Vegetables	4,455,374	7,076,374	2,883,227	0·35
39	Art works: paintings and statuary	2,196,500	2,410,368	2,336,668	0·28
40	Seeds, not medicinal	4,089,814	3,266,230	2,264,337	0·27
41	Clocks and watches, and part of	2,114,284	2,884,906	1,930,538	0·23
42	Hats, bonnets, and hoods, and materials for	3,393,657	2,222,660	1,897,190	0·23
43	Hair, and manufactures of ...	3,026,566	2,408,733	1,799,664	0·22
	All other articles	48,073,114	51,015,140	47,256,883	5·71
	Total value of imports of merchandise	789,310,409	844,916,196	827,402,462	100·00

Imports from
different
countries.

TABLE showing the Values of Imports into the United States from Foreign Countries during the Years ending June 30, 1890 and 1892 respectively, with the Percentage of the Aggregate Value of Imports from each Country during 1892.

Order.	Countries from which Imported.	1890.	1892.	Per Cent of total for 1892.
		Dollars.	Dollars.	
1	United Kingdom	186,488,956	156,300,881	18.89
2	Brazil	59,318,756	118,633,604	14.34
3	West Indies, including Bermuda	78,004,241	100,158,620	12.11
4	Germany... ..	98,837,683	82,907,553	10.02
5	France	77,672,311	68,554,793	8.29
6	British North American Possessions	39,396,990	35,334,547	4.27
7	Mexico	22,690,915	28,107,525	3.40
8	British India and East Indies	20,804,319	24,773,107	3.00
9	Japan	21,103,324	23,790,202	2.89
10	Italy	20,330,051	22,161,617	2.68
11	China	16,260,471	20,488,291	2.46
12	Switzerland	14,441,950	13,196,469	1.60
13	Netherlands	17,029,233	10,886,802	1.32
14	Central American States and British Honduras	8,239,276	10,453,313	1.26
15	Venezuela	10,966,765	10,325,338	1.25
16	Belgium	9,336,482	10,273,061	1.24
17	British Australasia	4,277,676	8,492,306	1.03
18	Hawaiian Islands	12,313,908	8,075,882	.98
19	Austria-Hungary	9,331,378	7,718,565	.93
20	Dutch East Indies	5,791,250	6,914,743	.84
21	Philippine Islands	11,592,626	6,808,653	.75
22	Argentine Republic	5,401,697	5,343,798	.64
23	Spain	5,288,537	5,207,861	.63
24	British Guiana	4,326,975	4,363,204	.53
25	Colombia... ..	3,575,253	4,116,886	.50
26	Sweden and Norway	3,634,890	3,754,932	.45
27	Chile	3,183,249	3,487,159	.42
28	Russia on the Baltic and White Seas	2,002,179	3,001,912	.36
29	Turkey in Asia	2,437,108	2,898,833	.35
30	Uruguay... ..	1,754,903	2,480,596	.30
31	British Possessions, all other... ..	1,711,630	2,307,444	.28
32	Turkey in Europe	759,122	2,330,539	.28
33	Portugal	1,426,549	2,028,208	.25
34	Russia on the Black Sea	1,418,309	1,966,369	.24
35	Greece	1,304,442	1,914,718	.23
36	All other countries in Africa... ..	1,125,098	1,800,449	.15
37	British Africa	1,061,317	1,191,140	.14
38	Ecuador	957,321	816,597	.10
39	Hong-Kong	535,060	809,831	.10
40	All other countries	969,745	763,323	.09
	All other countries	2,290,475	3,452,691	.41
	Total	789,310,409	827,402,462	100.00

TABLE showing the Value of Free and Dutiable Merchandise **Free and**
Imported into the United States from each Country and **dutiable**
Grand Division of the Globe during the Fiscal Year ending **imports from**
June 30, 1892. **each country.**

Countries.	Free of Duty.	Dutiable.	Total.	Free.	Dutiable.
	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.
Europe—					
Austria-Hungary	2,616,472	5,102,093	7,718,565	33.90	66.10
Azores, and Madeira Islands ...	9,553	25,118	34,671	27.61	72.39
Belgium	2,781,858	7,491,203	10,273,061	27.08	72.92
Denmark	126,595	101,950	228,545	55.38	44.61
France	8,068,044	60,486,749	68,554,793	11.77	88.23
Germany	19,869,832	64,037,721	82,907,553	22.75	77.25
Gibraltar	76,314	10,617	86,931	87.71	12.29
Greece	1,183,243	117,206	1,300,449	91.00	9.00
Greenland, Iceland, and the Faroe Islands	76,350	29	76,379	99.96	0.04
Italy	10,901,745	11,259,872	22,161,617	49.19	50.81
Netherlands	2,662,139	8,234,663	10,896,802	24.36	75.64
Portugal	1,575,880	390,489	1,966,369	80.16	19.84
Russia on the Baltic and White Seas	832,976	2,178,936	3,011,912	27.64	72.36
Russia on the Black Sea ...	625,368	1,289,850	1,914,718	32.64	67.36
Servia	17,753	...	17,753	100.00	...
Spain	1,234,284	3,973,577	5,207,861	23.60	76.40
Sweden and Norway	139,233	3,615,694	3,754,932	3.58	96.42
Switzerland	929,170	12,267,299	13,196,469	7.08	92.92
Turkey in Europe	1,055,392	972,816	2,028,208	51.99	48.01
United Kingdom	35,367,178	120,933,703	156,300,881	22.63	77.37
Total	89,139,384	302,489,085	391,628,469	22.76	77.24
North America—					
Bermuda	155,411	396,904	552,315	28.10	71.90
British Honduras	233,149	376	233,525	99.85	0.15
British North American pos- sessions... ..	9,923,299	25,411,243	35,334,547	25.18	74.82
Central American States ...	10,215,187	4,601	10,219,788	99.96	0.04
Mexico	23,702,496	4,405,029	29,107,525	84.35	15.65
Miquelon, Langley and St. Pierre Islands	...	176	176	...	100.00
West Indies—					
British West Indies	11,897,999	542,133	12,440,132	95.64	4.36
Spanish West Indies	69,377,172	11,802,506	81,179,678	86.44	14.56
All other West Indies	5,894,681	91,814	5,986,495	98.47	1.53
Total	131,399,394	42,654,787	174,054,181	75.51	24.49
South America—					
Argentine Republic	3,921,623	1,422,175	5,343,798	73.40	26.60
Brazil	118,428,158	205,446	118,633,604	99.86	0.14
Chile	3,179,638	207,521	3,487,159	91.18	8.82
Colombia	3,641,967	474,929	4,116,896	88.48	11.52
Ecuador	807,187	2,644	809,831	99.64	0.36
Guiana	4,938,979	268	4,939,247	99.98	0.02
Peru	555,959	35,341	591,300	94.07	5.93
Uruguay	1,883,927	596,669	2,480,596	75.96	24.04
Venezuela	9,174,816	1,150,522	10,325,338	88.84	11.16
Total	146,531,244	4,195,515	150,727,759	97.23	2.77
Asia—					
China	15,936,431	4,551,860	20,488,291	77.74	22.26
East Indies—					
British	19,741,725	5,031,382	24,773,107	78.60	21.40
Dutch	6,856,585	88,158	6,944,743	99.17	0.83
Hong-Kong	376,483	386,840	763,323	49.30	50.70
Japan	20,134,718	3,655,484	23,790,202	84.60	15.40
Corea	608	...	608	100.00	...
Russia, Asiatic	319,901	266	320,167	99.97	0.03
Turkey in Asia	1,374,013	1,524,820	2,898,833	47.38	52.62
All other countries in Asia ...	161,693	2,384	168,977	86.50	14.50
Total	64,902,057	15,236,194	80,138,251	81.03	18.97
Oceania—					
British Australasia	4,441,496	4,050,810	8,492,306	52.31	47.69
French possessions in Oceania ...	248,979	7,242	256,221	97.65	2.35
Hawaiian Islands	8,062,076	13,806	8,075,882	99.93	0.07
Philippine Islands	6,239,642	69,011	6,308,653	98.92	1.08
Total	18,992,193	4,140,869	23,133,062	82.10	17.90

TABLE showing the Value of Free and Dutiable Merchandise Imported into the United States from each Country and Grand Division of the Globe during the Fiscal Year ending June 30, 1892—continued.

Countries.	Free of Duty.	Dutiable.	Total.	Free.	Dutiable.
	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.
Africa—					
British Africa	545,141	271,456	816,597	66.76	33.24
Canary Islands	32,467	29,003	61,470	52.87	47.13
French Africa	356,253	274,452	630,705	56.54	43.46
Liberia	21,271	...	21,271	100.00	...
Madagascar	252,650	...	252,650	100.00	...
Turkey in Africa: Egypt and Tripoli	2,249,003	31,636	2,330,639	96.52	3.48
All other countries in Africa ...	1,199,426	5,294	1,204,720	99.62	0.38
Total	4,656,211	661,841	5,318,052	87.56	12.44
All other countries—					
British possessions, all other ...	2,306,063	1,391	2,307,444	99.85	0.15
All other islands and ports ...	72,122	23,122	95,244	75.76	24.24
Total	2,378,175	24,513	2,402,688	99.00	1.00
Grand total	457,999,658	369,402,804	827,402,462	55.35	44.65

RECAPITULATION.

Grand Divisions.	Free of Duty.	Dutiable.	Total.	Free.	Dutiable.
	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.
Europe	89,139,384	302,489,085	391,628,469	22.76	77.24
North America	131,399,394	42,654,787	174,054,181	75.51	24.49
South America	146,532,244	4,195,515	150,727,759	97.23	2.77
Asia	64,902,057	15,236,194	80,138,251	81.03	18.97
Oceania	13,932,193	4,140,869	23,133,062	82.10	17.90
Africa	4,656,211	661,841	5,318,052	87.56	12.44
All other countries	2,378,175	24,513	2,402,688	99.00	1.00
Total	457,999,658	369,402,804	827,402,462	55.35	44.65

Imports and Exports.

Imports and exports for calendar year 1892.

The total value of the exports and imports of the United States for the calendar year 1892 was 1,814,618,072 dol. (362,923,614L.), a decrease of 43,062,538 dol. (8,612,507L.) compared with the fiscal year ending June 30, 1892.

Imports.

The value of the imports of the United States for the same period amounted to 876,198,179 dol. (175,239,635L.), an increase of 48,795,717 dol. (9,759,143L.) over the fiscal year ending June 30, 1892.

Exports.

The value of the exports of the United States for the same period amounted to 938,419,893 dol. (187,683,978L.), a decrease of 91,858,255 dol. (18,371,651L.) as compared with the fiscal year ending June 30, 1892.

Value of domestic exports.

The following is a statement of the principal and all other articles of domestic exports for the calendar year 1892, and their values:—

Classes of Articles.						1892.
						Dollars.
Food animals and their products—						
Hogs	..	..	..	..	..	449,741
Hog products	..	..	..	..	..	90,938,556
Cattle	..	..	..	..	..	35,351,664
Beef products	..	..	..	..	..	35,377,461
Dairy products	..	..	..	..	..	10,053,158
All other meat products	..	..	..	..	..	11,038,884*
Sheep	..	..	..	..	..	145,680*
Total	..	..	..	..	..	183,355,144
Breadstuffs	..	..	..	..	..	247,573,791
Cotton, raw	..	..	..	..	..	216,787,714
Mineral oils	..	..	..	..	..	42,696,701
All other articles	..	..	..	..	..	232,822,962
Total domestic exports	..	..	..	..	..	928,236,312

* Eleven months ending November 30.

The following table shows the values of the imports and exports of merchandise during each calendar year from 1870 to 1892 inclusive; also the annual excess of imports or of exports:—

Value of
imports and
exports from
1870-92.

TABLE showing Imports and Exports of Merchandise.

Year ending December 31.	Exports.		Total Exports.	Imports.	Total Exports and Imports.	Excess of Exports over Imports.	Excess of Imports over Exports.
	Domestic.	Foreign.					
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1870 ..	387,580,302	15,805,708	403,586,010	461,132,058	864,718,068	..	57,546,048
1871 ..	445,563,259	14,788,829	460,352,088	573,111,099	1,033,463,187	..	112,759,011
1872 ..	452,143,553	16,094,395	468,337,948	655,964,699	1,124,302,647	..	187,126,751
1873 ..	550,093,492	17,659,375	567,752,867	595,248,018	1,163,000,885	..	27,490,181
1874 ..	553,929,342	15,943,211	569,872,553	562,115,907	1,131,988,460	7,756,646	..
1875 ..	497,263,787	13,683,685	510,947,472	508,152,036	1,019,100,508	7,794,436	..
1876 ..	575,735,304	14,930,825	590,666,129	427,347,165	1,018,013,294	163,319,464	..
1877 ..	607,566,495	12,735,917	620,302,412	480,246,300	1,100,548,712	140,056,112	..
1878 ..	723,286,321	13,805,232	737,092,073	431,812,483	1,168,904,556	305,279,590	..
1879 ..	754,653,755	10,503,070	765,156,825	513,602,796	1,278,762,621	251,557,029	..
1880 ..	875,564,075	14,119,347	889,683,422	696,807,176	1,586,490,598	192,876,246	..
1881 ..	814,162,951	19,386,176	833,549,127	670,209,448	1,503,758,575	163,339,679	..
1882 ..	749,911,309	18,070,637	767,981,946	752,343,507	1,520,325,453	15,138,439	..
1883 ..	777,528,718	17,685,598	795,209,316	687,066,216	1,482,275,532	108,143,100	..
1884 ..	733,768,764	15,397,664	749,366,428	629,261,360	1,378,628,288	120,104,568	..
1885 ..	673,593,506	14,656,292	688,249,798	587,868,673	1,276,118,471	100,381,125	..
1886 ..	699,519,430	13,884,591	713,404,021	663,429,189	1,376,833,210	49,974,882	..
1887 ..	703,319,692	11,981,352	715,301,044	708,818,478	1,424,119,522	6,482,566	..
1888 ..	679,597,477	12,163,266	691,760,743	725,502,714	1,416,968,457	..	33,441,971
1889 ..	814,154,364	12,951,483	827,106,347	770,526,484	1,597,632,831	56,579,863	..
1890 ..	845,999,503	11,502,945	857,502,548	843,397,726	1,680,900,274	34,104,822	..
1891 ..	957,333,551	13,176,095	970,509,646	828,320,943	1,798,830,589	142,188,703	..
1892 ..	923,226,312	15,193,581	938,419,893	876,198,179	1,814,618,072	62,221,714	..

It will be seen from this table that the excess of exports over imports for the calendar year 1892 amounted to only 62,221,714 dol. (12,444,342), while the excess of exports over imports for the fiscal year ending June 30, 1892, amounted to 202,875,686 dol. (40,575,137), a difference of 140,653,972 dol. (28,130,794).

The enormous excess of exports over imports for the fiscal year ending June 30, 1892, has been widely quoted by the Protectionists in this country as evidence of the beneficial effect of the McKinley Act. But in reality this excess was caused by the large increase of exports of agricultural produce the result of the extraordinary crops of 1891, and had nothing whatever to do with the tariff. In relation to this point, the comparisons given above between the excess of exports over imports for the fiscal year ending June 30, 1892, and the calendar year ending December 31, 1892, will be found interesting.

In examining the various tables which I have given in this report, it is impossible not to be struck with the importance and magnitude of the trade of Great Britain with the United States. In 1860 the export trade of the United States to Great Britain amounted to about 166,000,000 dol. During the fiscal year ending June 30, 1892, it reached a total of no less than 474,000,000 dol., or nearly half the total exports of domestic merchandise from the United States to all countries. When it is considered that nearly the whole of these exports consisted of agricultural produce it will be seen how great a factor in the agricultural industries of the United States is the demand of the British market.

Excess of exports compared with fiscal year.

Remarks.

Magnitude of commerce with Great Britain.

LONDON :

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 93--H & S 1465)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1164.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF THE CONSULAR DISTRICT OF
GALVESTON.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 989.

*Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855-51.]

Price Three Halfpence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's
Diplomatic and Consular Officers at the following places, and may be
obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1042. Taganrog	2½d.	1103. Chicago	3d.
1043. Algiers	2½d.	1104. Erzeroum	½d.
1044. Hankow	1½d.	1105. Loanda	3d.
1045. Nantes	1½d.	1106. Macao	½d.
1046. Belgrade	2d.	1107. Canton	1d.
1047. Fiume	1d.	1108. Paramaribo	1½d.
1048. Wuhu	1d.	1109. Tunis	1½d.
1049. Cagliari	1d.	1110. Sofia	3d.
1050. Erzeroum	1d.	1111. Brunei	1½d.
1051. Syra	1d.	1112. Athens	2½d.
1052. Cherbourg	1d.	1113. Alexandria	2d.
1053. Lima	1d.	1114. Vienna	1d.
1054. Bilbao	1½d.	1115. Stettin	2½d.
1055. Cadiz	2d.	1116. Berne	1d.
1056. Corunna	2½d.	1117. Palermo	2½d.
1057. Saigon	1d.	1118. Tokio	1½d.
1058. Port-au-Prince	1d.	1119. St. Petersburg	3d.
1059. Trebizond	1d.	1120. Teneriffe	1d.
1060. Barcelona	1½d.	1121. Damascus	1d.
1061. Tainan	1d.	1122. Naples	2d.
1062. Smyrna	1½d.	1123. Hakodate	1d.
1063. Old Calabar	½d.	1124. Montevideo	2½d.
1064. Samoa	½d.	1125. Stockholm.. ..	1½d.
1065. Tahiti	1d.	1126. Dantzig	2d.
1066. Chefoo	6d.	1127. The Hague	1½d.
1067. Gothenburg	2d.	1128. Odessa	1d.
1068. Buenos Ayres	1½d.	1129. Berne	1½d.
1069. Loanda	1½d.	1130. Malaga	3d.
1070. Guatemala.. ..	1d.	1131. Rome	2½d.
1071. Zanzibar	1d.	1132. St. Jago de Cuba	4½d.
1072. Charleston.. ..	2½d.	1133. Munich	1½d.
1073. Nice	1d.	1134. Meshed	1d.
1074. Caracas	1d.	1135. Guayaquil.. ..	½d.
1075. Lisbon	2d.	1136. Rio de Janeiro	4½d.
1076. Calais	2d.	1137. Tonga	1d.
1077. Rio Grande do Sul	5½d.	1138. Copenhagen	1d.
1078. Philadelphia	2½d.	1139. Tangier	1½d.
1079. Brindisi	2d.	1140. Buenos Ayres	2½d.
1080. New York.. ..	2d.	1141. Para	1d.
1081. San Francisco	1½d.	1142. Baghdat and Bussorah	1½d.
1082. Frankfort	4d.	1143. Christiania	5½d.
1083. Hiogo	1½d.	1144. Old Calabar	2d.
1084. Tokio	1½d.	1145. Trieste	1½d.
1085. Amsterdam	1d.	1146. Quito	1d.
1086. San Francisco	3d.	1147. Buenos Ayres	6d.
1087. Bangkok	½d.	1148. Bogotá	1d.
1088. Söul	1½d.	1149. The Hague	2d.
1089. Chiengmai.. ..	1d.	1150. Mexico	2½d.
1090. Copenhagen	½d.	1151. Florence	1d.
1091. New Caledonia	½d.	1152. Calais	1d.
1092. Bushire	2d.	1153. Lorenzo Marques.. ..	1½d.
1093. Tamsui	1d.	1154. Patras	1d.
1094. Dunkirk	1d.	1155. Taganrog	1d.
1095. Port Said	1d.	1156. Stockholm.. ..	1d.
1096. Guatemala.. ..	½d.	1157. Washington	2d.
1097. Chungking	9d.	1158. Paris	1½d.
1098. Nagasaki	1d.	1159. Bengazi	1d.
1099. Constantinople	2d.	1160. Santos	2½d.
1100. Buenos Ayres	½d.	1161. Buenos Ayres	1½d.
1101. Shanghai	2d.	1162. Nantes	1d.
1102. Jeddah	½d.	1163. Beira	5d.

No. 1164.

Reference to previous Report, Annual Series No. 989.

UNITED STATES.

GALVESTON.

Consul Nugent to the Earl of Rosebery.

My Lord,

Galveston, February 25, 1893.

I HAVE the honour to transmit herewith enclosed my Annual Report on the Trade and Commerce of my Consular District for the year 1892.

I have, &c.

(Signed) HORACE D. NUGENT,

Report on the Trade and Commerce of the Consular District of Galveston for the Year 1892.

ABSTRACT of Contents.

	PAGE
Texas--	
Introductory remarks..	2
Message of the Governor; condition of the State..	2
Land Corporations ..	2
Imports ..	3
Exports..	3
Cotton trade; freights; cotton-fires..	4
Grain trade ..	4
Galveston Harbour Works ..	4
Manufactures ..	5
Agriculture ..	5
Fisheries ..	6
Railroads ..	6
Crime; criminal statistics ..	6-7
New Mexico--	
Land Court ..	7
Population ..	7
Finances ..	8
Public surveys..	8
Irrigation ..	8
Climate ..	8
Agriculture and horticulture..	9
Stock raising; cattle; sheep; wool..	9
Mining; coal ..	9
New industries ..	9
Railroads ..	10
Tables ..	11-20
(1483)	A 2

Introductory
remarks.

The year 1892, and especially the latter half, has been on the whole a very prosperous one for the State of Texas, in particular have the farmers been fortunate. Crops were produced more cheaply than at any time in the history of the State. They planted cotton, expecting to receive 6 c. for it and received nearly 9 c.; they raised maize both for home consumption and for export. The stock-raising industry has been prosperous, and on the whole it is estimated that the producers in Texas are some 10,000,000% better off than was expected 6 months ago. The prospects, too, are good, and the coming year promises to be a bountiful one. It all remains with the farmer to say whether his crops shall be remunerative or not. If he plants cotton alone, over-production and less remuneration must naturally follow: and the wise man will make a point of diversifying his crop. The danger is that the farmers may take last year as an index of what they should do not making allowance for the accidents that assisted the planters then.

As a consequence of the prosperity of the farmer, business in general has been brisk and remunerative, especially during the last few months. Collections have everywhere been promptly met, and the general feeling has been good. Business has been generally successful, as is shown by the number of failures, which are given as 457, amounting to 1,040,800%, as against 539, amounting to 1,792,000% in 1891.

Message of
the Governor.

I may here appropriately quote from the message of Governor Hogg to the Legislature, presented on January 13 last:—

Condition of
the State.

"As to law and order, except in two or three cities, Texas is taking first rank in the American Union. In material development she has been second to none of the Southern States within the past 2 years. Official reports show that within this time over 16,000,000 dol. have been invested in new material industries, and 323 miles of railroad constructed, equipped, and put and running operations in the State. To-day she presents the example of a free Government without a pool, a trust, or a combination to stifle competition in trade, and the criminal element convinced that no part of her territory is an asylum for them. Taxes have been decreased 25 per cent., so that they are now lower than in any other Southern State; the rate of interest has been reduced 2 per cent., the Public Debt paid when due, the charitable and all public institutions efficiently maintained without extravagance or scandal, the public health protected from infectious or epidemic diseases, and the people generally are prosperous. There have been less failures in mercantile circles and more universal prosperity diffused throughout every avenue and circle among the masses than the State has witnessed in many years before."

Land
corporations.

The alien land law, mentioned by my predecessor in his report for 1892 as having caused much discussion, was, subsequent to its passage, declared unconstitutional. Although it has never been repealed it has been suffered to fall into desuetude.

The subject of the perpetuity of title in land caused by corporate ownership was, however, not allowed to drop entirely

and Governor Hogg made a strong appeal in his message to the Legislature, which is now in session, to enact a law making such corporate ownership terminable after a given term. The lands now held by such corporations for grazing or other purposes, or that shall be acquired hereafter by them legally in settlement of claims for debt, &c., to revert to natural persons and the corporations to wind up their affairs and quit the State.

Should such a law pass it would naturally materially affect the large British interests in stock-raising and mortgage companies in this State, but although a somewhat emasculated form of such a Bill has been introduced into and passed the Senate it is extremely doubtful whether it will reach the lower House this session, much less become law.

There has been a decrease of about 20 per cent. in the total imports at Galveston during the year, the figures showing 863,981 dol., as against 1,082,151 dol. This is no doubt due to the effect of the McKinley tariff and the large stocks purchased prior to the passing of that Act. The chief decrease is in imports from Germany, Great Britain, and France. The imports from Brazil are about 100,000 dol. more than last year, all in coffee, which is duty free. Imports :
Annex A.

As regards the chief imports from Great Britain cement has decreased from 86,230 dol. to 51,701 dol.; sheep dip remains about the same; coal has decreased from 20,184 dol. to 8,308 dol.; crockery increased from 9,033 dol. to 11,903 dol.; cotton manufactures have almost been nil; malt liquors have increased from 13,803 dol. to 24,366 dol.; salt has decreased from 32,391 dol. to 15,800 dol.; tin has decreased from 86,726 dol. to 16,483 dol.; new imports of note are burlaps, 16,483 dol., and coal tar oil, 16,818 dol. The total figures as regards Great Britain are 304,314 dol. in 1892, as against 394,483 dol. in 1891. The total imports in transit to Mexico show a decrease from 371,273 dol. to 101,977 dol.

The total exports from the district of Galveston show 35,097,002 dol. in 1892, as against 35,964,460 dol. in 1891, a slight decrease. Exports of cotton have increased in quantity, but owing to the lower prices obtainable have decreased in value. 808,628 bales were exported last year, valued at 32,610,901 dol., as against 774,826 bales in 1891, valued at 34,217,492 dol. The exports of oil cakes have increased from 43,196 tons, valued at 1,008,541 dol., in 1891, to 79,088 tons, valued at 1,867,441 dol., in 1892. The wheat exported in 1892 was 377,985 bushels, value 335,240 dol., as against 587,395 bushels, value 588,058 dol., in 1891. Exports of flour increased from 11,929 barrels to 21,296 barrels. Exports :
Annex B.

The exports to France and Germany have increased, and those to Great Britain decreased. As regards cotton, in 1891 Great Britain took 668,353 bales, value 29,747,951 dol.; during 1892 she received only 529,795 bales, value 21,008,705 dol., whereas Germany received 143,626 bales, as against 44,269 bales, and France 126,177 bales, as against 45,240 bales. The export of oil

cake shows a large increase to Great Britain and Germany over 1891. Great Britain received 23,141 tons, value 549,599 dol., as against 21,105 tons, valued at 470,302 dol. in 1891. Germany 50,466 tons, value 1,217,382 dol., as against 16,670 tons, value 415,791 dol., in 1891.

All the wheat exported was shipped to British ports.

Cotton trade.

The cotton business has been one of a peculiar character in 1892-93, marked by a gradual steady rise in prices all along. This increase of value has been beneficial to the planter, but not to the exporter, whose business has been by no means remunerative this season.

Freights.

The season for ship brokers and freight brokers has been most disastrous, and much money has been lost; the large gains of last year being completely upset, and in many instances swept away, owing to the excessively low rates of freight.

Cotton fires.

These have been very numerous here this season, so much so as to excite the suspicion in some cases of incendiarism. In consequence of these fires insurance rates have ruled very high upon cotton. Steps will be taken next season, it is hoped, for a still more thorough inspection of cotton on arrival and during loading.

Grain trade.

In the last month or two the grain trade has taken a surprising step forward, and bids fair to develop into a very important business. From November 24, 1892, the date on which reduced rates went into force on the Santa Fé Railway, to and including January 20, 1893, there have been bought 1,233,500 bushels of wheat for Galveston, of this amount 975,000 bushels are for export. As the total amount of wheat exported in 1892 was but 377,985 bushels, a large development of the grain-carrying trade is looked for in 1893. Several vessels are shortly expected here to load with grain, and the grain elevator is in constant use.

Galveston, as an export point for grain, has only been known to exist, one may say, for the past two or three months, nor has she been able to receive and handle large quantities of grain continuously for a longer period. But now with her modern handling facilities and the doing away with unnecessary expense of interior handling and commissions, her exporters buying direct, she has been able to buy within a short period, chiefly from Kansas, more grain than the railroads leading here could handle; and they are now increasing their facilities expressly for this business.

**Galveston
harbour
works.**

The work for deepening the bar of Galveston harbour, alluded to in my predecessor's report, has made fair progress during 1892. 12,422 cars of stone, amounting to 226,594 tons, were delivered to the contractors during the year. Nearly 2 miles of jetty were completed, that is to say, 9,120 lineal feet of railroad and trestle at an average cost of 4 dol. per foot. During the last month the water has been exceptionally low, causing great inconvenience and cost to ship brokers and merchants. So much has this been felt that recently permission has been granted by the United States War Department for private enterprise to attempt to hasten the work of obtaining deep water by dredging or otherwise moving the sand on

the bar. As the question of deep water is felt to be one affecting the vital interests of Galveston there is no doubt that some such attempt will be made shortly by private capitalists. The supposed beneficial effect of the jetties cannot presumably be fully felt till the completion of the entire enterprise, probably not earlier than 3 years from now.

The manufacturing statistics of Galveston taken at the last census have recently been published. Only such establishments as show a product of 500 dol. or more in value in the census year have been considered. Manufactures.

In 1880 there were 39 industries reported, with 170 establishments, with a capital of 871,350 dol., and employing 684 hands. In 1890 55 industries were reported, with capital invested of 4,831,345 dol., and 1,916 hands were engaged. Chief amongst the industries are 3 clothing establishments, 8 confectioneries, 6 foundry and machine shops, 5 newspaper and periodical printing offices, and 5 book and job printing establishments. Besides the above, a cotton mill employing a large number of hands, a well-known flour mill, and a bagging factory are prominent enterprises in Galveston. The latter employs 225, and the output is 6,000,000 yards of bagging, which covers about half the cotton crop of Texas, and nearly all the baling twine used. In connection with the bagging factory a rope factory has just been started to employ 80 to 100 hands.

The cotton crop in Texas for 1892-93 is estimated at about 2,000,000 bales, nearly 30 per cent. of the total crop of the United States. This is not as large as that of 1891-92, which aggregated 2,200,000 bales, the heaviest ever known. The present crop, no doubt, would have been larger, considering the area planted, had not bad weather materially interfered with its growth. This, however, was greatly in favour of the farmer, as I have noted in my introductory remarks, as a much better price was obtained than was anticipated. Agriculture.

The wheat crop of 1892 was about the same as that of 1891, viz., 8,000,000 bushels. Here again the crop realised was much below that expected, which was figured at 12,000,000 bushels.

Sugar was produced to the extent of 15,000,000 lbs., as against 18,000,000 lbs. to 19,000,000 lbs. in 1891.

The maize crop was heavier in the past year than in 1891, 75,000,000 bushels to 80,000,000 bushels, as against 71,000,000 bushels.

Oats were about the same, 15,000,000 bushels.

Besides the above, the industry of fruit growing is largely on the increase, and very favourable results have been had. Oranges, pears, peaches, plums, apricots, strawberries, and grapes of excellent quality can all be cultivated with but little expense and care, and it is not uncommon to find two crops of fruit and three of vegetables produced on the same land in one year. The industry is yet too young for any reliable statistics to be obtained, yet it is undoubtedly most successful, as also vegetable farming. Fruit growing.

The corrected figures taken by the census officers in 1889 show
(1483)

that in that year there were 3,963,360 acres under cultivation in cereals, as compared with 3,089,068 acres in 1879, an increase of 874,292 acres, or 28 per cent. to 30 per cent. There was an increase of 606,279 acres in the area of maize, 290,845 acres in that of oats, and 1,904 acres in rye, while the area of land under cultivation of wheat decreased 22,004 acres, and of 2,783 acres in that of barley. At the same rate of increase mentioned above the area now under cultivation in cereals in 1892 in Texas would be 4,225,637 acres.

Fisheries.

The fisheries in the Gulf States are of interest, and remarkable for their recent growth, and for the possibilities of greater future advancement. It is noteworthy that in recent years they have surpassed, both in extent and value, the fisheries of the South Atlantic region. As regards Texas, the coast line of the State is 2,010 miles, including indentations, affording ample scope for the fishing industries. The chief drawback is the want of good transportation facilities. In 1890, the date of the last report issued, 1,277 persons found employment in connection with the Texas fisheries, an increase of 112 per cent. since 1880. The capital invested in the various branches of the industry was, in 1890, 319,122 dol., an increase of not less than 652 per cent. since 1880. The product of the Texas fisheries in 1890 was 7,959,400 lbs., valued at 313,832 dol. More than two-fifths of the value of the catch represented oysters. Sea trout, channel bass, and sheephead together were worth nearly as much as oysters. Over 1,000,000 lbs. of each of the two first-named fish were taken, and nearly 800,000 lbs. of the latter, the catch of these species being larger than in any other State.

In connection with the fisheries are wholesale oyster and fish houses and turtle canning industries. There were 13 of these firms in 1890, owning property valued at 107,500 dol., and with a cash capital of 53,500 dol. 130,900 barrels of oysters were handled, 3,320,000 lbs. of fish, and 243,000 lbs. of turtle.

Railr. adg.

There were in 1892 10,107 miles of railway in Texas, of which 8,978 miles were main line and branches, and 1,129 miles sidings, &c. The increase of mileage during the year was 211 miles. The earnings of these various lines for freight amounted to 26,473,838 dol. in the year ending June 30, 1892, compared with 25,777,374 dol. in the year ending June 30, 1891, a net increase of 696,463 dol.

The passenger revenue in Texas for the two years ending June 30, 1891, and June 30, 1892, shows 7,739,136 dol., compared with 7,581,970 dol., a net decrease for the year of 154,166 dol.

The Railway Commission mentioned in my predecessor's report for 1891 is still carrying on its labours, and the above figures are extracted from a report of that body recently issued. A good deal of dissatisfaction exists regarding this Commission, and it is not thought to be beneficial towards building new lines or extending those already built.

Crime.

Governor Hogg, in that portion of his message quoted by me in my opening remarks, says:—"As to law and order, except in two or three cities, Texas is taking first rank in the American

Union." This view is probably slightly optimistic, for there is no doubt that there is a great deal of lawlessness in Texas, but better things are hoped for in the near future. The dilatory execution of the law, and the fear of a miscarriage of justice through legal quibbles, as well as the disinclination of some communities to relinquish their own execution of what they deem a proper penalty for certain heinous offences, often give rise to lynchings, and these mob-law executions are at times accompanied by shocking barbarities. It is only a few weeks ago that a negro who had outraged and murdered a white child, four years old, was put to death at Paris, in this State, by being burnt with red hot irons, in the presence of 15,000 people, his agony being prolonged for 50 minutes. It is only fair to say that such barbarities are discountenanced by the great majority of the more educated Texans.

Governor Hogg seems to recognise the necessity for stricter enforcement of the laws when he says:—

"It may not be inappropriate here to state that when from a maudlin sentiment, or other less commendable spirit, the people of any country permit offenders against the gaming or other misdemeanour laws, including those regulating the liquor traffic, to go unpunished in their open and defiant criminal course, they must expect to be prepared to submit to the frequent shock of their feelings of humanity by the crack of the assassin's gun. It is as necessary to enforce one law as another. Reform in the suppression of crime, like that of all other reform movements, must begin at the bottom."

On October 31 last there were in the State 3,375 persons ^{Criminal} undergoing punishment for penitentiary offences, of whom only ^{statistics.} 57 were women. Of these convicts, 3,073 were born in the United States (1,516 in Texas, 1,556 in 'other States), and only 502 in foreign countries.

Of these 3,375 convicts, only 61 came from the county of Galveston, a good testimony to the strict enforcement of the law; arrest and punishment of criminals being probably more certain here than elsewhere in the State.

NEW MEXICO.

Much satisfaction has been caused by the organisation of the ^{Land court.} Land Court, where a large number of claims, covering enormous tracts of land claimed under Spanish and Mexican grants, have been presented and a number confirmed. Some amendments of importance have, however, been suggested, and the subject will no doubt be brought before Congress at its present session.

There is a healthy growth in population. The census of 1880 ^{Population.} gave 119,565 as the number of inhabitants, while that of 1890, the last available return, showed 153,593, of which number 142,719 were white and 10,874 coloured. The proportion of foreign population is only 8 per cent., or 11,259.

The real population of the territory is now estimated at over 185,000.

There are eight towns of over 1,000 inhabitants, Santa Fé, the capital, having about 7,000.

Finances.

The assessed valuation of property has remained somewhat stationary during the last 5 years. In 1890 it was 45,199,847 dol., and in 1891 45,329,563 dol.

There has been a large and steady increase in the assessed value of the cattle during the last 5 years, but this has been counterbalanced by the increase of value in other kind.

The indebtedness of New Mexico at the close of the forty-second fiscal year, March 6 last, was 864,806 dol. 12 c., as against 866,433 dol. 3 c. in 1891.

The indebtedness is made up as follows :—

Description.	Amount.	
	Dollars	c.
Capitol Building Bonds, due 1904	100,000	00
Capitol Building Bonds, due 1905	100,000	00
Penitentiary Building Bonds, due 1894	109,000	00
Current Expense Bonds	150,000	00
Provisional Indebtedness Bonds	200,000	00
Capitol Contingent Bonds, due 1903	50,000	00
Insane Asylums Bonds	25,000	00
Outstanding warrants	130,806	12
Total	864,806	12

The expenditures during the fiscal year were 270,923 dol.

Public surveys.

During the year ending June 30, 1892, the total number of Government lines established was 1,462. The number of township and mineral plats made in the Surveyor-General's office was 264, and 42 mineral surveys were approved.

The boundary line between New Mexico on the west and Texas and Oklahoma is still unsettled, and gives rise to much difficulty.

Irrigation.

The enterprises connected with irrigation in San Juan county have been carried forward, and the admirable systems in Pecos Valley extended. The important work of the Rio Grande Irrigation and Colonisation Company has been unfortunately delayed owing to litigation.

A new company has been formed to increase the water supply of the neighbourhood of Santa Fé, and the prospects are excellent for an extension of the agricultural area in the vicinity of that town. Another company has undertaken an important irrigation enterprise in the Puerco Valley. On the whole, the prospects of the various irrigation enterprises, which are of the utmost importance to New Mexico, are very good.

Climate.

New Mexico keeps up its reputation of having one of the finest climates in the world. Public attention throughout the United States and Europe has been more than ever directed to the

territory as a sanitorium, and it is hoped by those interested that it may ere long compete with Florida and California as a health resort owing to the equable temperature and the dryness of the atmosphere.

In both agriculture and horticulture there has been both increase and improvement. The area of land employed has been greatly enlarged for grain, vegetables, and especially grasses and alfalfa. Agriculture
and
horticulture.

In horticulture the advance is said to be marvellous, and it is visible everywhere.

The planting of fruit trees at each recurring season is almost universal, and it is not possible even to approximate the number added last year. Off one peach orchard alone 500,000 lbs. of fruit were shipped prior to September 1, 1892.

The cattle business has been by no means prosperous. The number of cattle returned for taxation in 1891 was 1,041,237, as against 1,129,088 in 1890. A great many steers have been shipped and driven to northern ranges and pastures in Kansas and Nebraska during the year at prices varying from an average of 9 dol. for a yearling to 12 dol. for a 2-year-old, and 15 dol. for a 3-year-old and upwards. The total number shipped out of the territory during 1891 was 156,819. Stock-raising :
Cattle.

The sheep industry continues to be very prosperous and profitable, New Mexico being specially adapted by nature to sheep-raising. Upwards of 200,000 sheep were shipped out to Nebraska and Kansas. Nearly all were wethers, and brought 1 dol. 25 c. to 1 dol. 75 c. for yearlings, and from 2 dol. to 3 dol. for 2 years and upwards per head. Sheep.

The wool product during the year 1891 was about 12,000,000 lbs., realising about 2,000,000 dol. For 1892 the product is estimated at 16,000,000 lbs. Wool.

The mining industry has fluctuated as usual, but on the whole has been in a flourishing condition during the year. The miners, owing to the McKinley tariff, have been able to secure better compensation, and are relieved from the competition of the cheaply-paid Mexican labourer. Mining.

Coal mining is one of the most important industries of New Mexico. It is chiefly carried on at Blossburg, at Amargo, at Gallup, and at Cerrillos. The last-named place has become the most important coal point in the south-western States. The owners of the great coal tracts in the vicinity have combined all interests, and in connection with the Atcheson, Topeka, and Santa Fé Railroad Company are building a number of branches to connect the various mines with the main line. Coal.

No exact figures are to be obtained as to the total output of coal in the territory, but the mines at Gallup alone produced 258,500 tons in 1891, and from January 1, 1892, to July 31, 1892, there were sold from these mines 156,200 tons.

Two notable new industries have been introduced lately into New Mexico—(1) the preparation of an extract of canaigre for tanning; (2) the manufacture of firebricks, tiling, &c., at Socorro. New
industries.

Railroads.

No completed railroads have been added during 1892. The total length existing is 1,445.45 miles. The Atcheson, Topeka, and Santa Fé Railroad is building an extensive system of short roads into the coal region south of Cerillos; these will be over 70 miles in length when completed.

Two projected railroads are attracting some attention, namely, the Denver and El Paso short line, and a road from Durango, through San Juan county, to connect with the Atcheson, Topeka, and Santa Fé Railroad at either Albuquerque or Bernalillo.

The most important enterprise awaiting realisation is known as the Denver and El Paso independent line, which proposes to build a railroad from Trinidad, Colorado, to El Paso, Texas, viâ Las Vegas and White Oaks, with branches and telephone and telegraph lines.

Annex A.—STATEMENT of Imports subject to Duty at the Port of Galveston for the Year 1892.

Articles.	Germany.	Great Britain.	France.	Nether-lands.	Mexico.	Nicaragua.	Porto Rico.	Turkey.	Spain.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Rock and all other printed matter	...	1,225	...	...	...	...	...	...	...
Brass (bundes)	...	16,483	...	...	...	...	...	...	...
Cement in barrels	6,099	51,701	...	21,122	...	...	450	...	...
Coal, bituminous	...	8,208	...	...	...	...	...	...	...
Coke	...	6,240	...	...	...	...	...	...	...
Chemicals and preparations of—	...	...	...	...	...	...	...	...	...
Sheep dip	...	57,990	...	...	...	...	...	...	...
Soda ash	...	3,699	...	...	...	...	...	...	...
" caustic	...	3,862	...	...	...	...	...	...	...
Coal tar oil (dead oil)	...	16,818	...	...	...	...	...	...	...
Soda sal	...	11,903	84	...	...	...	...	43	...
Crockery	...	111	...	...	...	...	...	...	...
Manufactures of—	...	...	...	...	...	...	...	...	...
Fish in oil	...	...	6,946	...	...	...	...	...	...
Fruits and vegetables, preserved	...	861	2,794	...	...	...	...	...	...
Oranges in bulk and boxes	...	2,233	...	...	...	...	251	...	...
Firebrick and tiles unglazed	...	24,366	...	...	...	...	...	312	...
Leather, manufactures of	...	15,800	...	...	...	...	...	...	...
Mat liquors	...	1,892	...	...	...	...	...	...	...
Ginger ale and soda water	...	3,586	...	1,123	...	...	...	...	...
Salt in bags	...	2,246	...	...	...	...	...	...	...
Pickles and sauces	...	722	...	...	...	...	...	...	...
Wine, glass	...	...	...	...	...	...	...	...	...
Wine, other	...	...	...	...	...	...	...	...	...
Iron and other manufactures	...	...	...	...	...	...	...	...	...
" pig	...	687	569	...	...	...	...	...	...
Spirits, distilled	...	...	...	...	...	...	...	...	...
Olive oil	...	168	1,250	...	...	...	...	...	...
Still wine in bottles	...	1,073	1,530	...	...	...	...	...	...
" in bottles	...	...	84	...	...	...	...	...	...
Glass bottles and demijohns	...	16,483	...	...	...	...	...	...	...
Tin and terra plaça	...	...	...	...	...	...	...	...	...
Trolleys and manufactures thereof	...	...	...	...	...	...	...	...	...
Wood (cedar logs)	...	...	...	...	...	...	...	...	...
Wood, manufactures of	...	342	...	...	...	...	...	...	...
Cigars	...	892	...	...	...	...	...	...	...
Whiskey, American re-imported	...	644	...	...	...	...	...	...	...
Miscellaneous	...	1,954	262	329	115	...	...	...	...
Total, 1892	9,315	251,439	12,419	22,574	2,127	...	772	355	...
free, 1892	2,003	52,875	725	4,730	3,477	...	10,857	...	...
Grand total, 1892	11,318	304,314	13,144	27,304	5,604	...	11,629	355	...
Grand total, 1891	77,438	394,483	18,023	42,148	44,537	163,403	...	359	99

STATEMENT of Imports subject to Duty at the Port of Galveston for the Year 1892--continued.

Articles.	Italy.	Brazil.	Japan.	British West Indies.	Colombia.	Cuba.	Total, 1892.	Total, 1891.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Books and all other printed matter	...	...	...	...	...	...	...	...
Burlaps (Dundee)	...	...	...	...	...	...	1,225	1,300
Cement in barrels	...	...	...	...	...	...	16,483	...
Coal, bituminous	...	...	...	...	...	...	73,922	124,503
Coal, steam	...	...	...	...	...	...	8,794	20,184
Coke	...	...	...	...	...	...	3,240	...
Chemicals and preparations of—	...	...	...	...	...	...	...	...
Sheep dip	...	...	...	...	...	...	57,980	56,459
Soda ash	...	...	...	...	...	...	4,899	2,223
Soda caustic	...	...	...	...	...	...	3,862	2,037
Soda oil (dead oil)	...	...	...	...	...	...	16,818	43,091
Soda sal	...	...	...	...	...	...	581	...
Crockery	...	...	...	...	...	...	12,114	9,813
Cotton, manufactures of	...	...	...	...	...	...	154	3,272
Fish in oil	...	...	...	...	...	...	5,846	6,882
Fruits and vegetables, preserved	...	...	...	...	...	...	3,655	12,321
Oranges in bulk and boxes	...	...	...	...	...	...	251	...
Firebrick and tiles unglazed	...	...	...	...	...	...	2,233	1,272
Leather, manufactures of	...	...	...	...	...	...	312	...
Alc. liquors	...	...	...	...	...	...	24,366	13,803
Beer and ale and soda water	...	...	...	...	...	...	880	...
Salt in bags	...	...	...	...	...	...	16,319	32,391
Salt in kegs	...	...	...	...	...	...	1,382	...
Pickles and sauces	...	...	...	519	...	...	1,123	4,881
Window glass	...	...	...	...	...	...	3,586	...
Iron furniture	...	...	...	...	...	...	2,667	9,639
" all other manufactures	421	...	...	...	...	...	793	1,361
" pig	...	...	...	...	...	...	1,256	238
Spirits, distilled	...	...	...	...	...	...	462	...
Olive oil	...	...	...	...	...	...	1,305	3,176
Still wine in casks	...	...	...	...	...	...	1,694	...
" in bottles	85	...	...	...	...	...	1,157	...
Glass bottles and demijohns	...	...	...	...	...	...	16,433	86,726
Tin and terra plates	...	...	...	...	...	...	689	...
Waxes and manufactures thereof	...	...	...	...	...	...	396	1,674
Tobacco	...	...	...	...	...	...	1,596	...
Wood (cedar) locusts	...	...	...	...	...	...	272	...
Wood, manufactures of	...	...	...	...	...	...	862	29,858
Cigars	...	...	...	...	...	...	3,426	16,470
Whiskey, American re-imported	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...
Total, 1892	1,060	439,723	...	519	...	582	301,112	...
" free, 1892	158	...	...	2,578	...	45,743	562,869	...
Grand total, 1892	1,218	439,723	...	...	...	46,275	863,981	...
" 1891	75	329,442	432	3,097	10,120	1,452	1,082,151	...

Annex B.—STATEMENT of Exports of Commodities of Domestic Manufacture and Growth from the Customs District of Galveston for the Year ending December 31, 1892.

Destination.	Cotton.		Oilcake.		Grain.				Wheat Flour.	
	Quantity.	Value.	Quantity.	Value.	Wheat.		Maize.		Quantity.	Value.
					Quantity.	Value.	Quantity.	Value.		
Bales.	Dollars.	Tons.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	
Great Britain—	515,792	20,439,758	16,199	387,606	377,685	335,001	17,528	8,635	5,033	28,621
" " Velasco ..	14,003	568,947	6,942	161,993	..	..	..	..	..	..
Germany—	143,626	6,146,648	44,629	1,050,268	..	..	24,000	12,000	2,641	9,784
" " Velasco ..	..	..	6,837	162,114	..	..	..	..	..	..
France—	126,177	5,142,810	..	..	..	..	..	..	..	..
Denmark—	..	..	2,420	58,080	..	..	..	..	..	..
" " Velasco ..	..	..	2,061	47,380	..	..	..	..	..	..
Belgium—	2,360	95,523	..	..	..	..	..	..	..	..
Italy—	1,000	39,516	..	..	..	..	..	..	..	..
" " Velasco ..	..	..	..	..	..	..	..	..	..	..
Cuba—	..	..	..	..	..	..	2,345	1,289	3,822	17,018
Spain—	100	3,980	..	..	..	..	..	..	..	..
" " Velasco ..	420	15,500	..	..	..	..	..	..	..	..
Mexico—	..	..	..	..	..	..	89,452	67,625	5	23
" " Sabine ..	..	..	..	..	..	..	..	..	..	..

UNITED STATES.

STATEMENT of Exports of Commodities of Domestic Manufacture and Growth from the Customs District of Galveston
for the Year ending December 31, 1892—continued.

Destination.	Cotton.		Oilcake.		Grain.				Wheat Flour.	
	Quantity.	Value.	Quantity.	Value.	Wheat.		Maize.		Quantity.	Value.
					Quantity.	Value.	Quantity.	Value.		
	Bales.	Dollars.	Tons.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.
British West Indies—										
From Port of Galveston ..	..	..	..	..	300	239	3,910	2,044	1,950	8,850
Porto Rico—										
From Port of Galveston ..	..	..	..	..	..	..	7,540	4,332	7,845	33,927
Brazil—										
From Port of Sabine ..	..	..	..	..	..	..	..	..	..	..
Russia—										
From Port of Galveston ..	5,150	160,219	..	..	..	..	..	..	..	..
Total for 1892 ..	808,628	32,610,901	79,088	1,867,441	377,985	335,240	144,775	95,925	21,296	98,226
" 1891 ..	774,826	34,217,492	43,196	1,008,541	587,395	588,058	12,741	7,251	11,929	51,320

STATEMENT of Exports of Commodities of Domestic Manufacture and Growth from the Customs District of Galveston
for the Year ending December 31, 1892—continued.

(1483)

Destination.	Lumber.		Cotton-seed Oil.		Walnut Log	Sundries.	Total Value.	
	Quantity.	Value.	Quantity.	Value.	Value.	Value.	1892.	1891.
	Feet.	Dollars.	Gallons.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Great Britain—	..	..	..	..	..	2,401	21,202,022	} 30,466,389
From Port of Galveston..	..	..	..	..	..	..	730,940	
" " " "	..	..	..	..	..	725	7,219,425	} 2,417,382
Germany—	..	..	10,915	4,100	..	..	166,214	
From Port of Galveston..	..	..	30,348	11,539	..	2,080	5,156,459	2,149,871
" " " "	..	..	..	..	..	750	58,880	93,656
Denmark—	..	..	..	..	..	..	47,380	..
From Port of Galveston..	..	..	..	..	..	..	140,523	..
" " " "	..	..	..	..	47,000	..	39,516	58,649
Belgium—	..	..	..	..	..	..	18,634	8,105
From Port of Galveston..	..	..	..	..	..	148	3,980	..
Italy—	..	..	..	..	..	..	87,037	306,712
From Port of Galveston..	..	..	..	..	..	2,783	7,004	..
Cuba—	13	179	..	..	..	..	..	..
From Port of Galveston..	..	..	..	..	..	..	..	..
Spain—	..	..	..	..	..	..	..	..
From Port of Galveston..	..	..	..	..	..	..	..	..
Mexico—	129	1,163	..	..	..	..	..	..
From Port of Galveston..	675	7,004	..	..	..	..	..	..
" " " "	..	..	..	..	..	..	..	..
" " " "	..	..	..	..	..	..	..	..

GALVESTON.

15

B

UNITED STATES.

STATEMENT of Exports of Commodities of Domestic Manufacture and Growth from the Customs District of Galveston
for the Year ending December 31, 1892—continued.

Destination.	Lumber.		Cotton-seed Oil.		Walnut Logs.	Sundries.	Total Value.	
	Quantity.	Value.	Quantity.	Value.			1892.	1891.
British West Indies—								
From Port of Galveston..	..	..	..	..	..	..	Dollars.	Dollars.
Porto Rico—								
From Port of Galveston..	40	574	..	..	..	1,017	11,133	..
Brazil—								
From Port of Sabine ..	477	7,866	..	..	..	..	39,850	..
Russia—								
From Port of Galveston..	..	..	..	..	..	..	7,866	..
Total for 1892 ..	1,334	16,726	41,263	15,639	47,000	9,904	16,219	407,866
" 1891 ..	..	16,893	..	2,250	..	..	85,097,002	35,964,460*
						..	85,964,460	..

* Netherlands.. Dollars.
Nicaragua 24,042
.. 32,338

RETURN of Shipping Engaged in the Foreign Trade in the District of Galveston during the Year ended
December 31, 1892.

ENTERED.

GALVESTON.

Nationality.	Galveston.			Velasco.			Sabine Pass.		
	In Ballast.		With Cargo.	In Ballast.		With Cargo.	In Ballast.		With Cargo.
	Number of Vessels.	Tons.		Number of Vessels.	Tons.		Number of Vessels.	Tons.	
American	3	435	1,688	..	7,912	..	2	645	..
British*	104	158,086	34,867	7	..	..	..	..	..
German..	1	428	..	..	..	..	..	..	..
Mexican	1	107	107	..	..	..	..	..	..
Norwegian	5	4,475	915	1	2,189	..	..	..	..
Spanish..	3	3,608	5,018	1	1,393	..	..	..	..
Swedish..	..	..	..	..	..	..	..	..	..
Total for 1892 ..	117	167,090	42,593	9	11,497	116	2	645	..

* Exclusive of 23 vessels arriving from ports in the United States.

UNITED STATES.

RETURN of Shipping Engaged in the Foreign Trade in the District of Galveston during the Year ended
December 31, 1892—continued.

CLEARED.

Nationality.	Galveston.			Velasco.			Sabine Pass.			
	In Ballast.		With Cargo.	In Ballast.		With Cargo.	In Ballast.		With Cargo.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American	7	3,493	8	1,830	..	..	3	1,078	2	801
British ..	..	..	156	223,799	..	9,044	..	..	..	..
German ..	..	..	1	429	..	..	..	..	..	..
Mexican ..	..	..	1	107	..	..	..	..	..	..
Norwegian ..	..	..	7	5,262	..	915	..	..	..	..
Spanish..	..	..	8	9,734	..	1,366	..	..	..	..
Swedish..	..	..	1	356	..	..	..	..	..	..
Total for 1892 ..	7	3,493	182	246,517	..	11,355	3	1,078	2	801

STATEMENT of Imports Free of Duty at the Port of Galveston for the Year 1892.

Articles.	Germany.	Great Britain.	France.	Netherlands.	Mexico.	Porto Rico.	Turkey.	Spain.	Italy.	Brazil.	British West Indies.	Cuba.	Total, 1892.	Total, 1891.
Coffee	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Sugar	...	...	...	...	2,208	4,604	...	...	...	439,723	677	46,743	447,112	388,458
Yute butts	...	...	...	...	...	6,703	...	...	...	...	...	...	51,506	...
Fruit and nuts	...	33,682	...	...	...	...	...	...	...	...	...	...	51,506	...
Perfumes	...	...	...	...	...	...	...	...	...	...	...	...	2,781	...
Mineral waters	...	18,048	...	...	290	490	...	...	...	...	2,601	...	18,048	121,473
Wood, unmanufactured	...	...	...	1,663	...	...	...	...	...	...	...	...	18,048	...
Philosophical and scientific instruments, specimens of anatomy and chemical preparations	...	...	...	...	750	...	...	...	...	...	...	...	1,663	...
Church vestments, oil, paintings for church	1,787	415	407	...	...	...	...	...	...	...	...	...	750	...
Houseshold and personal effects, Books, &c.	190	...	218	...	...	...	...	...	...	...	...	...	2,609	...
Guns	...	507	...	2,087	...	...	...	...	...	...	...	...	608	...
Birds, live	...	...	...	...	209	...	...	...	...	...	...	...	3,574	...
Miscellaneous free goods	...	223	...	...	20	...	...	...	168	...	...	...	209	...
Total	2,003	52,875	725	4,730	3,477	10,857	...	...	158	439,723	2,578	46,743	562,869	68,050
														557,981

GALVESTON.

IN TRANSIT TO MEXICO VIA PORT OF GALVESTON FOR THE YEAR 1892.

Countries.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Belgium ...	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
France ...	...	...	...	1,011	...	...	...	...	...	...	...	...	1,011
Germany ...	...	...	...	...	...	...	250	...	...	...	...	...	250
England ...	18,320	1,994	2,292	5,417	...	...	680	...	7,019	2,122	38,164	24,568	100,566
Mexico ...	150	...	...	...	...	...	...	...	...	...	...	...	150
Total, 1892 ...	18,470	1,994	2,292	6,428	...	...	930	...	7,019	2,122	38,164	24,568	101,977
" 1891 ...	41,053	73,589	26,132	2,463	239	56,085	21	33,304	88,286	17,274	44,551	31,261	371,273

TRANSPORTED INTO MEXICO VIA THE FOLLOWING FRONTIER PORTS FOR THE YEAR 1892.

Ports.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Brownsville	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Eagle Pass	...	...	...	1,011	...	...	...	...	...	...	...	...	1,161
El Paso ...	50	249	...	2,092	...	...	522	...	...	796	1,583	...	5,547
Laredo ...	559	...	...	...	...	...	...	...	...	...	...	...	559
Nogales ...	17,711	1,496	2,292	3,325	...	...	408	...	7,019	1,326	35,426	14,391	88,394
Total	...	249	...	...	...	...	...	...	...	...	900	6,167	6,316
Total	18,470	1,994	2,292	6,428	...	...	930	...	7,019	2,122	38,164	24,568	101,977

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

No. 1176.
DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF BALTIMORE AND DISTRICT.

*Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855-63.]

Price Three Halfpence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1054. Bilbao	1½d.	1115. Stettin	2½d.
1055. Cadiz	2d.	1116. Berns	1d.
1056. Corunna	2½d.	1117. Palermo	2½d.
1057. Saigon	1d.	1118. Tokio	1½d.
1058. Port-au-Prince	1d.	1119. St. Petersburg	3d.
1059. Trebizond	1d.	1120. Teneriffe	1d.
1060. Barcelona	1½d.	1121. Damascus	1d.
1061. Tainan	1d.	1122. Naples	2d.
1062. Smyrna	1½d.	1123. Hakodate	1d.
1063. Old Calabar	½d.	1124. Montevideo	2½d.
1064. Samoa	½d.	1125. Stockholm	1½d.
1065. Tahiti	1d.	1126. Dantzic	2d.
1066. Chefoo	6d.	1127. The Hague	1½d.
1067. Gothenburg	2d.	1128. Odessa	1d.
1068. Buenos Ayres	1½d.	1129. Berne	1½d.
1069. Loanda	1½d.	1130. Malaga	3d.
1070. Guatemala	1d.	1131. Rome	2½d.
1071. Zanzibar	1d.	1132. St. Jago de Cuba	4½d.
1072. Charleston	2½d.	1133. Munich	1½d.
1073. Nice	1d.	1134. Meshed	1d.
1074. Caracas	1d.	1135. Guayaquil	½d.
1075. Lisbon	2d.	1136. Rio de Janeiro	4½d.
1076. Calais	2d.	1137. Tonga	1d.
1077. Rio Grande do Sul	5½d.	1138. Copenhagen	1d.
1078. Philadelphia	2½d.	1139. Tangier	1½d.
1079. Brindisi	2d.	1140. Buenos Ayres	2½d.
1080. New York	2d.	1141. Para	1d.
1081. San Francisco	1½d.	1142. Baghdad and Bussorah	1½d.
1082. Frankfurt	4d.	1143. Christiania	5½d.
1083. Hiogo	1½d.	1144. Old Calabar	2d.
1084. Tokio	1½d.	1145. Trieste	1½d.
1085. Amsterdam	1d.	1146. Quito	1d.
1086. San Francisco	3d.	1147. Buenos Ayres	6d.
1087. Bangkok	½d.	1148. Bogotá	1d.
1088. Sül	1½d.	1149. The Hague	2d.
1089. Chiengmai	1d.	1150. Mexico	2½d.
1090. Copenhagen	½d.	1151. Florence	2d.
1091. New Caledonia	½d.	1152. Calais	1d.
1092. Bushire	2d.	1153. Lorenzo Marques	1½d.
1093. Tamsui	1d.	1154. Patras	1d.
1094. Dunkirk	1d.	1155. Taganrog	1d.
1095. Port Said	1d.	1156. Stockholm	1d.
1096. Guatemala	½d.	1157. Washington	2d.
1097. Chungking	9d.	1158. Paris	1½d.
1098. Nagasaki	1d.	1159. Bengazi	1d.
1099. Constantinople	2d.	1160. Santos	2½d.
1100. Buenos Ayres	½d.	1161. Buenos Ayres	1½d.
1101. Shanghai	2d.	1162. Nantes	1d.
1102. Jeddah	½d.	1163. Beira	5d.
1103. Chicago	3d.	1164. Galveston	1½d.
1104. Erzeroum	½d.	1165. Berlin	1d.
1105. Loanda	3d.	1166. Bordeaux	2½d.
1106. Macao	½d.	1167. Calais	2½d.
1107. Canton	1d.	1168. The Hague	2d.
1108. Paramaribo	1½d.	1169. Athens	1s. 0d.
1109. Tunis	1½d.	1170. Galatz	1½d.
1110. Sofia	3d.	1171. Guayaquil	1d.
1111. Brunei	1½d.	1172. Riga	2d.
1112. Athens	2½d.	1173. Trebizond	1d.
1113. Alexandria	2d.	1174. Havre	2½d.
1114. Vienna	1d.	1175. Saigon	½d.

No. 1176.

UNITED STATES.

BALTIMORE.

Consul Segrave to the Earl of Rosebery.

My Lord,

Baltimore, March 7, 1893.

I HAVE the honour to transmit herewith, to your Lordship, Reports on the Trade and Commerce of Baltimore, Norfolk, and Richmond for the year 1892.

I have, &c.
(Signed) W. F. SEGRAVE,

*Report on the Trade and Commerce of the Consular District of
Baltimore for the Year 1892.*

ABSTRACT of Contents.

	PAGE
Condition of the year's trade	2
Prospects of future trade	2
Currency: effects of legislation on	3
Immigration: restrictions upon	4
Quarantine	4
Port	5
Labour	5
Residents in Maryland: financial position of	5
Immigrants and their nationality	6
Exports: approximate value of	7
Vessels: rapid loading of	7
Trade: details of	7
Ship-building, wrecks, &c.	8
Marriages	8
Divorces	9
Tables	9-12
Trade of Norfolk	12
" Richmond	15
(1496)	A 2

State of
trade.

The condition of trade at Baltimore during the year 1892, presents fair grounds for congratulation.

The increase in exports was very large, to counterbalance which, however, there was a considerable contraction in imports.

The past crop year, as well as the year previous, was very prosperous for local trade, the more especially for exporters. Money was easy, and there was no such scarcity as existed three years back.

The president of the Corn and Flour Exchange reports the receipts of grain as unprecedented, and the export as exceeding that of the former year by some 15,000,000 bushels.

Fall in
prices.

On the other hand, there was a very sharp decline in value. Wheat fell from 105 c. to 70 c.; in fact, at the close of the year it was only 3 c. dearer in Liverpool than in Baltimore.

Corn (maize) fell from 59 c. to 45 c., a shrinkage which might have produced disastrous results on other markets; but that there were neither defaults nor failures here is good evidence of the soundness of Baltimore trade.

The export of flour exceeded that of 1891 by about 1,000,000 barrels, and as in the case of wheat there was a serious depreciation of prices, to the extent of something like 1 dol. 50 c. per barrel.

Railway rates advanced on October 10, but ocean freights were very much depressed.

Inland freights have received the benefit of enhanced value at the seaboard, whilst prices of grain delivered abroad have not changed.

Freights to Liverpool closed at $2\frac{1}{2}$ c. a bushel, and was at one time as low as $1\frac{3}{4}$ c.

Transport.

Complaints are made that flour is sent direct from the west to Europe on through rates, which are much lower than those granted for inland transport.

Serious complaints are also made of the failure of the railways to provide sufficient rolling stock to accommodate the traffic, and it is proposed to test before the Courts the liability of the companies to damages for undue delay in transit.

Anti-option :
its evil
influence on
speculation.

Speculation has been somewhat restricted owing to apprehensions of the passing of the "Anti-Option" Bill, as traders dread legislation the effects of which cannot possibly be foreseen.

Very little option business is done in this market, so that the Bill would have less effect here than in other centres. 75 per cent. of the business done in Baltimore is against the account of grain purchased in the West from country dealers, a sale for future delivery being made against the same.

Decrease of
imports and
increase of
customs
revenue.

The local statistician reports that the decrease in imports was to the value of 4,000,000 dol., but as the increase in the customs revenue amounted to 736,000 dol., it is manifest that here at least the new tariff works to the advantage of the revenue at the cost of the consumer.

Future
prospects.

Whilst the fate of the present tariff is assumed to be in the balance, any extension of the foreign import trade of the country cannot be expected. Indeed, the contrary may be anticipated.

Importers naturally do not care to be overstocked with goods paying heavy import duties, at the risk that Congress may at any moment abrogate the present tariff law, when they would find themselves subject to ruinous competition with goods entering under different conditions and lower rates of duties.

Of course it is only reasonable to assume that sufficient time would be allowed for trade to settle down into the new order of things, if not in the interest of the importer, then in that of the local manufacturer, who would otherwise find himself on the road to ruin by being suddenly forced to compete with cheap goods from Europe, not to mention that vast numbers of working men would be thrown out of employment.

This is a contingency which no Government would care to meet, and least of all the Government of this country. For these reasons, although there may be a risk, which no business man may care to incur, it may be safely assumed that any change in the tariff will be gradual, and that in all probability it will not be by any means as radical as sanguine traders have been led to hope.

Another reason why the change may not be so speedy and thorough lies in the fact that the two bountiful harvests with which this country has been blessed have brought prosperity to all classes of the people, with the result that, in spite of the high tariff, the import of certain classes of goods has largely increased. A clear proof that the American now has money in his pocket, and that, when so circumstanced, he buys what he takes a fancy to irrespective of increase in customs duties.

One of the most frequently repeated and successful arguments in favour of the high tariff was the claim of its supporters that the import duties would be paid, not by the consumer, but by the producer. Who pays the import duty?

A year's experience has somewhat modified that assertion, and it is now more generally allowed that any duty on non-competing products is paid directly by the consumer, but, in the case of competing articles, the incidence of the tax, whether on consumer or producer, would entirely depend on the capacity or strength of the home market to compete with the foreign market. Thus in the case of tin-plate, it was persistently asserted that the home product would throw the cost of the protective duty on the producer. The result has not so far realised these anticipations, and it is now conceded that the weakness and incapacity of the home market has thrown the import tax on the consumer.

The Bill introduced into Congress to repeal what is termed the "Sherman Silver Act" is of much interest to Baltimore finance, for, unless the currency is placed upon a sound basis, success in business is unattainable. Silver Act :
its effect on
the currency.

It is argued, on the one hand, that the wealth of this country is so great and its credit so stable that the mere stamping on a piece of paper "This is a dollar" is sufficient to give it currency and that the people in general are satisfied with the kind of money that is in circulation.

But that the financial houses do not share the public confidence
(1496)

is shown by the fact that the silver currency is discriminated against, and that not only gold-notes but greenbacks are hoarded to such an extent that little but silver-notes are in circulation.

The reason assigned is that greenbacks are payable in gold.

It is therefore the gold value of the greenback which makes it more desirable than coin-notes, which the Government now indeed redeem in gold, but which it has the option of paying in silver.

But as the country has an external commerce and owes debts abroad, such debts must be paid in a currency which will be received.

Now the silver policy causes distrust abroad and so induces the withdrawal of capital lest perchance creditors may not receive payment in gold, and no one can deny that the result of the silver policy would afford justification for such distrust.

The foreign demand for gold has so depleted the Treasury that but little remains beyond what is required to reduce the legal tender greenback issue.

The dilemma is such that there are but two courses to pursue.

Either that the Government sell bonds to replenish the gold reserve, which is considered a most underisable expedient, or that Congress repeal the Silver Act, which the consensus of public opinion declares to be in every sense the preferable course.

Anti-option
Bill.

The so-called Anti-option Bill now before Congress is another measure about which considerable diversity of opinion prevails.

The general idea, however, is that, if passed, it will work much mischief, and that no one will suffer more than the farmer, in whose interest the Bill was supposed to have originated.

Restriction on
immigration.

A third Bill, which, however, unlike the former ones, meets with general assent, is that to restrict immigration.

Medical scientists and sanitary experts have plainly warned the people that if the epidemic diseases now or recently raging in parts of Europe were to obtain a foothold in this country it would be extremely difficult to eradicate them in consequence of the neglect of sanitary precautions which prevails, and that if unrestricted immigration were to be tolerated they must promptly put their houses in order, sweep and garnish their highways, and see to the purity of their water supply.

Quarantine.

Loud complaints are made of the system of quarantine which was established during the prevalence of the cholera epidemic in Europe.

It is averred that the national quarantine, as distinct from the State quarantine, which was established at the entrance of Chesapeake Bay, the water highway to Washington and Baltimore, against vessels bound to this port, resulted in serious and expensive delays and was manifestly unjust, inasmuch as it was not enforced against most of the neighbouring and competing ports.

Vessels for Baltimore were subjected to a double detention, once at Cape Charles, the Government station which is in the State of Virginia, and again at the local quarantine station.

The establishment of a national quarantine as distinct from a

State quarantine is loudly called for and would receive general approval, as it would place every port and the whole Canadian frontier alike under federal supervision.

The water approaches to Baltimore have been much improved Port. during the past year.

The channel as completed is nowhere less than 600 feet wide, whilst at angles and points where it may be necessary to change the ship's direction it is much wider. It is 27 feet deep at ordinary low-water and $28\frac{1}{2}$ feet deep at high-water, so that ships of the heaviest burthen can now pass in and out. It is objected that it is badly lighted and buoyed, and great improvements are required under these heads.

The efforts of labour agitators in Baltimore produced during Labour. the past year two prolonged strikes and eight others of less extent and duration. This is, no doubt, a considerable improvement on former years. About 3,000 men and women were involved in these strikes, but only about 600 were out for a longer period than 3 weeks.

It is estimated that the loss in wages to the strikers amounted to about 30,000*l.*, whilst the town also suffered considerably through stagnation in business.

The two principal strikes were those of the carpenters, who demanded an 8-hour day, and the journeymen tailors. On May 2 600 carpenters were out of work, but by the end of the month so many had obtained employment elsewhere that their union was only paying about 250 men the strike pay of 9 dol. a week.

It speaks volumes for the strength of the union that it can afford to pay 5*s.* 6*d.* a day to its idle members.

There are in the State of Maryland 204,000 families, of which 39 per cent. are owners of their lands or tenements and 61 per cent. are tenants. Financial
condition of
residents.

Of the owners 27 per cent. are encumbered and 73 per cent. free from encumbrance.

Of these families 41,372, or 20.50 per cent., are agricultural, 63 per cent. of whom are owners and 27 per cent. tenants.

30 per cent. of these latter have encumbrances on their properties and 70 per cent. are free from encumbrance.

Urban residents are in a larger proportion tenants than residents in the country.

The city of Baltimore is said to contain 86,457 families, of which 74 per cent. are tenants and 26 per cent. owners of their tenements.

75 per cent. of the owners are not encumbered and 25 per cent. have encumbrances on their property.

The aggregate value of house and land property in this State which is encumbered is 64,000,000 dol. and the ratio of debt to value is, for agricultural property, 38.50 per cent., and for urban property 40 per cent.

The official rate of interest in Maryland is 6 per cent. This rate is paid on 79 per cent. of encumbered rural property and on 73 per cent. of urban property.

Although this is the regular and usual rate of interest there are some 4 per cent. of house owners who pay as high as 12 per cent., and in one instance 30 per cent. is paid on a small loan on mortgage.

Local
finance.

Bank clearances during the year amounted to 769,000,000 dol., against 739,000,000 dol. in the previous year, showing an increase of 34,000,000 dol.

They show further an increase of 15,500,000 dol. over the clearances for 1890, which, up to that time, had been the heaviest since the foundation of the clearing-house.

The 27 national banks of Baltimore had a—

					Amount.
					Dollars.
Paid-up capital	..	..	..	..	13,243,000
Surplus	..	..	..	..	4,477,000
Deposits	..	..	..	..	24,826,000
Loans and discounts..	..	..	..	..	31,565,000

The eight savings banks in the city had on the last day of December, 1892, on deposit 41,877,000 dol., an increase of 3,000,000 dol. during the year.

Immigrants
whence
arrived. |

In 1892 immigrants to the number of 48,559 were landed at this port.

They came from the following countries :—

Country.					Number of Immigrants.
England	..	..	..	..	153
Ireland	..	..	..	..	43
Scotland	..	..	..	..	8
West Indies	..	..	..	..	7
Austria	..	..	..	..	211
Belgium	..	..	..	..	2,499
Bohemia	..	..	..	..	3
Denmark	..	..	..	..	1,181
France..	..	..	..	..	7
Germany	..	..	..	..	11
Hungary	..	..	..	..	15,870
Netherlands	..	..	..	..	1,929
Norway and Sweden..	..	..	..	..	60
Russia and Poland	..	..	..	..	243
Roumania	..	..	..	..	5,334
Switzerland	..	..	..	..	5
					6

Of these there were—

					Number.
Males ..	..	..	..	..	27,419
Females	..	..	..	..	21,140

Baltimore stands as the third city in the United States in the value of its exports. Exports : approximate value of.

The approximate value of the chief articles is shown below—

Articles.						Value.
						Millions of dollars.
Wheat..	..	..	..	..	..	22½
Flour ..	..	..	..	..	..	17
Corn ..	..	..	..	..	..	9½
Cattle ..	..	..	..	..	..	6
Beef ..	..	..	..	..	..	4
Lard and tallow	..	..	..	..	..	7
Cotton..	..	..	..	..	..	12
Tobacco	..	..	..	..	..	8
Timber	..	..	..	..	..	1½

The export of copper has become an important element in the trade of Baltimore, whose merchants control the output of the famous Montana mines, which they refine here, and last year exported the product in the shape of copper matte to the value of 2,750,000 dol.

Copper matte consists of 60 per cent. of pure copper, 35 ounces of pure silver, and $\frac{14}{100}$ of an ounce of pure gold per ton.

A large amount of seeds have also been exported, with a prospect of considerable future increase in the trade. Seeds to the value of 1,250,000 dol. were exported in the past year.

Baltimore is amply provided with means for the rapid loading of ships, and possesses elevators with a storage capacity of 5,800,000 bushels of grain. Ships: rapid loading of.

An instance of rapid loading is worthy of record.

The steamship "Tynedale" commenced loading at No. 3 Elevator at 1.15 P.M. on October 31 last, and had completed her cargo at 7.20 the same day. During the 6 hours and 5 minutes that had elapsed she had shipped 106,200 bushels of wheat, of which 94,000 bushels were in bulk and 12,200 bushels in bags.

The exports from Baltimore during the past year were valued at 93,000,000 dol., showing an increase of 13,500,000 dol. over the previous year. Details of trade.

The imports amounted in value to 14,238,571 dol., being a decrease of 4,000,000 dol.

The trade in canned goods was, during the year, active and profitable. There was a decrease of 1,000,000 cans of peaches, but vegetables and fruit were preserved in large quantities, and with sensible increases in demand and price. Canned goods.

Since the opening of the oyster season in September there has been an increase of 25 per cent. as compared with 1891.

Cotton opened dull in 1892, but a reaction shortly took place, and the trade was larger during the year than in 1891. The price advanced 2 c. per lb. owing to a decrease in the crop estimate of 25 per cent. Cotton.

On this basis the crop for 1892-3 will be about 6,500,000 bales, as against 9,000,000 bales last year. Receipts were 389,268 bales and the exports 271,159 bales.

Coffee.

The coffee trade was more profitable and satisfactory than for many years past, though there was but little variation in the import. The demand was brisk and prices were maintained throughout the year.

Tobacco.

The Maryland crop of leaf tobacco was of better colour and quality than for many years past. The quantity was, however, unfortunately much below the average. Only about 21,000 hogsheads were received, to the value of 1,250,000 dol. France contracted for about 13,000 hogsheads Maryland, and 15,000 hogsheads Ohio, but it is doubtful whether her demand can be met.

The market was very active during the year, and better prices were obtainable than during former years.

Only about 200 hogsheads were left over at the commencement of the present year, being the smallest stock left in the warehouses for the past 50 years.

Cattle.

Live stock were shipped in large quantities during the early part of the year, but the small demand and low prices obtainable in Europe caused the trade to fall away speedily, and the export showed considerable shrinkage over that of former years.

Tin-plates.

The manufacture of tin-plate, which is being attempted in this country, has hitherto proved unsatisfactory, if not a failure; nevertheless, the glut in the import of this article the previous year, and such competition as exists in this country, has reduced the import by about 8 per cent.

Customs.

The customs receipts for the past year amounted to—

						Amount.
						Dollars.
In 1892	..	..	..	..	..	4,003,993
Against, in 1891	..	..	..	..	..	3,267,034
Showing an increase in 1892 of						736,959.

Ship-building.

Shipbuilding in Baltimore and its immediate vicinity shows considerable increase during the past 12 months, as well in the number of vessels launched as in the aggregate net tonnage.

During the year 67 vessels have been launched with tonnage amounting to 12,000 tons.

Including the amount paid by Government on the two cruisers "Detroit" and "Montgomery," at present under construction here, over 1,500,000 dol. have been invested in shipbuilding during the year.

Wrecks.

There were 73 reports of wrecks received, involving the loss of 33 lives and 144,000 dol. worth of property.

Marriages.

There were 4,502 marriage licenses issued during the year, a decrease of 58 from the previous year.

287 applications for divorce were filed in the Court and 159 divorces were granted. The rates of applications for divorce to the number of marriages was as one of the former to 15 of the latter.

Annex A.—RETURN of all Shipping at the Port of Baltimore in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British* ...	53	20,139	558	968,678	611	988,817
American, foreign ...	149	45,063	7	1,736	156	46,799
German ...	2	900	91	351,076†	93	351,976
Italian ...	13	9,941	1	1,324	14	11,265
Swedish and Norwegian ...	2	895	56	31,130	58	32,025
Dutch ...	...	...	27	56,874	27	56,874
Spanish ...	...	...	11	19,773	11	19,773
All others ...	...	...	1	1,198	1	1,198
Total ...	219	76,938	762	1,431,789	971	1,508,727
„ for the year preceding...	222	82,925	701	1,221,199	923	1,304,124

* British increase, vessels, 41; tonnage, 124,516.

† German tonnage is evidently gross tonnage.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British* ...	54	21,491	567	988,775	621	1,010,266
American, foreign ...	147	51,817	7	1,714	154	52,531
German ...	2	900	91	351,076	93	351,976
Italian ...	13	9,941	1	1,324	14	11,265
Swedish and Norwegian ...	2	895	56	31,130	58	32,025
Dutch ...	...	...	27	56,874	27	56,874
Spanish ...	...	...	11	19,773	11	19,773
All others ...	...	...	1	1,198	1	1,198
Total ...	213	85,044	761	1,451,861	979	1,536,908
„ for the year preceding...	214	75,497	687	1,176,877	901	1,252,374

* British increase, vessels, 32; tonnage, 165,553.

Annex B.—RETURN of the Principal Articles of Export from
Baltimore, 1891-92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Grain and bread stuffs—					
Wheat	Quarters ...	2,046,017		2,095,912	
Flour	Barrels ...	727,107		539,709	
Corn, maize	Cwts. ...	1,064,655		239,460	
" meal	Tons ...	4,716		2,276	
Rye	Bushels ...	749,892		754,826	
Provisions—					
Cattle, live	Head ...	54,932		65,399	
Beef, various	Tons ...	20,196		20,648	
Pork, hams, and bacon	" ...	10,323		13,285	
Canned goods	Cases ...	38,420		65,556	
Lard, tallow, and grease	Tons ...	49,923		41,941	
Oils—					
Illuminating	Barrels ...	419,913		270,000	
Vegetable and animal	" ...	245,000		170,450	
Oil cake	Tons ...	33,889		27,978	
Minerals—					
Copper, various	Tons ...	34,139		17,317	
Zinc	" ...	1,184		1,217	
Cogls	" ...	101,929		116,290	
Timber—					
lumber	M. feet ...	29,055		31,313	
Staves	Thousands ...	1,216		1,735	
Various—					
Apples, dried	Tons ...	2,796		3,578	
Bark	Bags ...	36,689		29,389	
" extract	Barrels ...	13,486		16,329	
Cotton	Bales ...	271,169		190,827	
Resin	Barrels ...	78,648		111,414	
Seeds	Tons ...	3,361		6,379	
Sugar and glucose	" ...	1,034		1,215	
Starch	" ...	2,061		1,927	
Tobacco	Hogsheads ...	62,010		55,808	
Wax	Tons ...	927		1,419	
Whisky	Barrels ...	33,863		7,136	
		Total, 93,000,000 dol. = 19,175,257 $\frac{1}{2}$., at 4 dol. 85 c. per lb.		Total, 79,365,959 dol. = 18,193,199 $\frac{1}{2}$., at 4 dol. 85 c. per lb.	

Annex C.—RETURN of the Principal Articles of Import into
Baltimore during 1891-92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Minerals, metals—					
Iron ore	Tons ...	284,959		418,833	
" manganese	" ...	44,424		12,780	
" speigle	" ...	9,478		3,150	
" purple ore... ..	" ...	25,960		19,351	
" various	" ...	1,971		1,560	
Steel, various	" ...	1,392		1,240	
Tin-plate	Boxes ...	876,173		976,647	
Various and taggers ...	" ...	12,055		...	
Chemicals and fertilizers—					
Salt, manure	Bags ...	95,564		62,166	
" cake	Casks ...	13,771		6,982	
Soda ash	" ...	63,507		39,929	
" caustic	" ...	9,877		2,120	
Sulphur	Tons ...	15,077		14,995	
Bleaching powder ...	Tierces ...	8,825		5,102	
Fertilizers, other ...	Bags ...	84,906		152,366	
Clay—					
Various	Tons ...	26,158		25,043	
Cement	Casks ...	221,066		125,607	
Earthenware and china	Crates ...	35,827		24,099	
Drink—					
Beer	Barrels ...	3,471		3,067	
Mineral waters	Cases ...	6,811		6,611	
Whisky	Barrels ...	5,601		14,081	
Wines and liquors ...	Cases ...	13,720		7,237	
Fruit—					
Bananas	Bunches ...	585,593		590,624	
Cocoanuts	Thousands ...	4,329		1,425	
Pine-apples	Dozens ...	492,901		375,277	
Lemons and oranges ...	Cases ...	27,276		44,956	
Fruit, dried	" ...	25,739		22,212	
Various—					
Coffee	Tons ...	41,649		41,454	
Fish, salt... ..	Barrels ...	33,579		30,287	
Rice	Tons ...	9,416		12,899	
Salt	" ...	11,315		17,749	
Tags	Cases ...	10,389		10,433	
Pepper and spices ...	Bags ...	9,055		3,876	
Tar, gas, and coal ...	Casks ...	9,870		17,083	
Hides	Bales ...	2,322		19,203	
Paints	Tubs ...	6,729		8,542	
Pickles and preserves ...	Cases ...	2,239		6,383	
		Total, 14,238,571 dol. = 2,935,787 $\frac{1}{2}$, at 4 dol. 85 c. per lb.		Total, 18,168,199 dol. = 3,638,639 $\frac{1}{2}$, at 4 dol. 85 c. per lb.	

Annex D.—TABLE showing the Total Value of all Articles
Exported from or Imported into Baltimore in the Years
1891-92.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	10,750,000	10,500,000	1,350,000	1,850,000
Belgium	1,200,000	1,000,000	130,000	50,000
Brazil	450,000	600,000	350,000	400,000
Cuba and Spain	120,000	100,000	250,000	350,000
France	1,200,000	950,000	15,000	100,000
Germany	2,650,000	2,500,000	255,000	275,000
Netherlands	2,150,000	1,750,000	240,000	150,000
Italy	..	..	30,000	125,000
Portugal	..	..	12,000	..
Scandinavia	250,000	250,000	..	..
Other countries	450,000	540,000	250,000	300,000
Total	19,220,000	18,190,000	2,882,000	3,600,000

NORFOLK.

Mr. Vice-Consul Myers reports as follows:—

While the trade of Norfolk for the last year shows an increase in some of its branches, and especially in the matter of yellow pine lumber, there has been a very decided falling-off in its receipts and exports of cotton, which has been largely due to the reduced crop in the Atlantic States.

A comparative statement is appended hereto showing the increase of business in certain lines during the last 4 years, to which special attention is directed.

TABLE showing the Movement of Shipping at this Port (not
including the Coasting Trade in American Vessels, repre-
senting the Entries and Clearances to and from Foreign
Ports only.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	2,499	449	633,146	451	635,645
American	6	1,641	2	244	8	1,885
Spanish	..	..	3	5,326	3	5,326
Italian	1	465	..	..	1	465
Norwegian	1	656	..	..	1	656
Total	10	5,261	454	638,716	464	643,977

BALTIMORE.

13

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	5,169	423	602,316	430	607,485
American	41	15,538	1	161	42	15,699
Spanish	...	...	33	53,570	33	53,570
Italian	12	6,770	...	...	12	6,770
Norwegian	...	...	8	8,507	8	8,507
German	...	...	3	4,186	3	4,186
Total	60	27,477	468	668,740	528	696,217

TABLE showing the Principal Articles of Export and Import at this Port during the past Year, value calculated at 5 dol. to the l .

EXPORTS.

Articles.		Quantity.	Value.
			£
Cotton	Bales	125,406	..
Coal	Tons	148,451	..
Flour	Barrels	78,918	..
Corn	Bushels	598,552	..
Wheat	"	628,247	..
Oats	"	148,000	..
Rye	"	149,919	..
Corn meal	Barrels	214	..
Cotton-seed meal	Pounds	8,904,840	..
" oil	Gallons	1,397,643	..
Tobacco	Pounds	4,620,074	..
Staves .. .. .	.. .. .	..	58,516
Logs .. .. .	.. .. .	..	80,888
Bark	Bags	13,379	..
Resin	Barrels	3,017	..
Boat oars .. .. .	.. .. .	..	388
Fence	Bundles	195	..
Cattle	Head	1,380	..
Hay .. .. .	.. .. .	..	169
Canned goods	Cases	750	..
Tallow	Barrels	57	..
Mineral water	Cases	80	..
Peas	Bushels	100	..
Total .. .. .	.. .. .	..	1,676,482

UNITED STATES.

IMPORTS.

Articles.				Quantity.	Value.
Oil of tar	..	..	..	Barrels	£
Sperm oil	..	..	..	Gallons	..
Salt	..	..	..	Pounds	..
Kainit	..	..	..	Tons	..
Grain sacks	..	..	..	"	..
Wine	..	..	..	Packages	..
Manufactures of bone and horn	..	..	..	..	260
Manufactures of paper	..	..	..	..	104
" metal	..	..	..	..	865
" wood	..	..	..	..	120
" wool	..	..	..	..	37
" glass	..	..	..	..	58
" leather	..	..	..	..	35
" shell	..	..	..	..	13
Pearl beads	..	..	..	..	18
Jewellery	..	..	..	..	69
Lithographic prints	..	..	..	..	27
Chromos	..	..	..	..	12
Brushes	..	..	..	..	29
China vases	..	..	..	..	42
Dry goods	..	..	..	..	76
Smokers' articles	..	..	..	..	18
Pocket knives	..	..	..	Dozen	274
Razors	..	..	..	"	525
Total	..	..	..	..	10,794

COMPARATIVE Statement showing the Increase in Several
Branches of the Trade and Industry of Norfolk for the
4 Years ending December 1, 1892.

Articles.		Quantity.		Increase.	
		1888.	1892.	Quantity.	Per Cent.
LUMBER.					
Lumber	Feet	138,625,263	293,725,122	...	112
Logs	...	106,637,554	114,386,459	...	8
Staves	Mille	5,843,966	8,798,917	...	52
Shingles	"	30,714,540	47,790,696	...	55
Railroad ties	"	185,173	681,425	...	241
GRAIN.					
Hay	Tons	7,709	14,017	...	82
Corn	Bushels	736,858	1,206,691	...	61
Oats	"	247,970	424,543	...	71
Meal	"	183,924	313,388	...	70
Rough rice	"	6,168	37,434	...	513
Bran	"	103,442	169,182	...	64
Rye	"	1,181	124,500	...	955
Wheat	"	138,338	552,161	413,763	...
Peanuts	Bags of 4 bushels each	289,162	404,514	115,352	...
GROCERIES.					
Coffee	Bags	10,024	10,807	559	...
Sugar	Barrels	30,154	49,277	19,123	...
Cheese	Boxes	14,168	22,108	7,940	...
Butter	Tubs	20,185	23,413	3,228	...
Flour	Barrels	181,798	228,721	46,923	...
"	Bags	2,300	381,583	379,283	...
PROVISIONS.					
Pork	Barrels	11,080	13,852	2,772	...
Fish	Barrels and boxes	23,939	47,617	23,678	...
Meat	Lbs.	13,819,075	19,779,783	5,960,708	...
MISCELLANEOUS.					
Cotton-seed oil	Barrels	5,799	31,560	25,761	...
" meal	Bushels	61,539	91,657	30,127	...
Horses	Head	922	3,364	2,422	...
Cattle	"	2,949	11,635	8,686	...
Naval stores	Barrels	14,198	55,906	41,708	...
Coal	Tons	938,369	1,802,385	...	100
Pig-iron	"	38,545	127,455	...	231
Coke	"	168	4,159	...	...

RICHMOND.

Mr. Vice-Consul Marshall reports as follows:—

Trade everywhere appears to have been fairly active during General the past year. Several new industries have sprung up, viz., trade. electro-plating works, preserving establishment, varnish manu- factory, bag and twine factory, &c., besides which others have increased their plants. The bad effect of the land-booms of two years ago is wearing off and public confidence re-establishing.

(1496)

B

Tobacco.

In the tobacco industry the leading firms are well satisfied with the results of their trade for 1892. They have more or less increased their business, and for various reasons look to the current year for a large increment in their out-turn.

The system of loose sales of tobacco mentioned in last report is said to be working wonders. Five large warehouses are now engaged in this branch where two years ago there were practically none, and during the past few months fresh capital, amounting to 100,000 dol., has been invested in several warehouses to meet this growing business.

As an example of this increase, from January 1, 1892, to January 1, 1893, 5,000,000 lbs. of bright tobacco were sold, against 1,207,916 lbs. in the preceding year, while the sale of loose dark tobacco has increased correspondingly.

The bright tobacco crop of 1892 was not up to expectation.

This tobacco is reported as short, rich, and dark, suitable for "fillers," and deficient in weight, about 25 per cent., fine black wrappers being scarce, also "fine English stripping."

The sale of western (Burley) tobacco has increased during the year, much having been put up for shipment to the United Kingdom.

The manufacture of cigars and cigarettes continues to improve. The use of the Bohl cigarette machine which has been acquired by one of the companies here proves to be a high success.

Jobbing
trade.

The jobbing trade of this city for 1892 is ahead of the previous year, with an increase in the sales of 241,800 dol., and in capital invested of 36,500 dol. This business is a most important one, Richmond being, so to speak, the feeder of an immense area of country.

The over-production of cotton in the south created a great depression in price of the raw material during the early part of the year. Business consequently declined until the autumn, owing, it is said, to the system of "overstrained credits." A change for the better then took place, followed by the increase in the value of sales above shown.

The James
River
improvement.

The authorities have decided to make an effort to secure if possible for Richmond some of the sea-borne trade which the more convenient ports of Newport News, Norfolk, and even West Point are in a better position to control.

A contract has been entered into—to be completed in two years' time, with effect from December 1, 1892—to deepen the James River so as to secure a mean draught of water of 20 feet at high tide, with a width of 100 feet, from Richmond Docks to the mouth of the river.

This work has hitherto been carried on in a desultory fashion, owing to want of funds, which have been supplied by the State and the United States Government from time to time by grants.

As a draught of 20 feet will be insufficient to permit of large steamers ascending to Richmond, it is contemplated to deepen the channel of the James to 25½ feet eventually.

The State
Debt of
Virginia.

The projected settlement of the State Debt of Virginia was noticed in last year's report.

In view of the large amount of these bonds, which are held in England, some information regarding the funding of the debt may be found of interest.

The terms of the Act, dated February 20, 1892, passed by the State Legislature, provide that the committee appointed by the bondholders shall surrender to the Commissioners of the sinking fund not less than 23,000,000 dol. of the obligations of the State, and that new bonds in lieu be issued in the proportion of 19,000 dol. for every 28,000 dol. of the obligations surrendered. The time allowed for this arrangement to be to June 30, 1892, the State Commissioners being permitted to make one extension of time not exceeding six months. This extension was accordingly made to December 31, 1892.

The new bonds to be dated July 1, 1891, and payable July 1, 1891, with the option of payment at par at any time after that. The interest to be 2 per cent. for 10 years from July 1, 1891, and 3 per cent. thereafter for the balance of 90 years. This is to be payable on January 1 and July 1 of each year at the office of the treasurer of the State or at certain agencies in New York.

Securities not deposited with the Bondholders' Committee for funding to be deposited for that purpose with the Commissioners of the Sinking Fund, who will fund them on the same terms as provided by the Bondholders' Committee.

The interest on the new bonds for the three half-years from July 1, 1891, has been fully paid to the Bondholders' Committee. The bondholders as yet have received none of it, owing, through unavoidable delay, to the distribution of the bonds not being settled.

As to the fulfilment by the State of its obligations. The railways and other taxable interests of Virginia have so immensely improved of late years the public finances that no apprehension exists of the State's future ability to meet its creditors fully and regularly.

The following statement abridged from the report of the second auditor of the Commonwealth of Virginia names the securities which, up to October 15, 1892, had been presented by the Bondholders' Committee to the Commissioners of the Sinking Fund for verification in accordance with the Act, viz. :—

Description.	Amount.	
	Dollars	c.
Bonds and certificates under Act of March 30, 1871	16,488,085	12
by "Act of March 7, 1872" amended	296,821	27
Bonds and certificates under Act of March 28, 1879	6,220,013	50
" Acts prior to April 17, 1861, and under Act of March 2, 1866, also sterling (English currency) certificates issued under Act of March 30, 1871..	1,653,115	66
Total presented	24,658,035	55
Deduct* West Virginia's portion of the old debt	551,842	66
Total amount to be redeemed by Virginia in the proportion of 19 to 28	24,106,192	89
New bonds will be issued therefore to the amount of	16,357,773	74

* West Virginia, now a separate State of the Union, was prior to June 20, 1863, a part of Virginia, and therefore takes a share of the old debt.

STATISTICS of the Port of Richmond for the Year 1892.

IMPORTS.

Articles.	Value.
	Dollars.
Guano	24,000
Farm and garden seeds	12,202
Hair and hides	6,956
Dry goods and woollens	4,692
Wines and ale	3,431
Metal goods and cutlery	2,999
Plaster	1,600
Fresh fruit	1,480
Cigarette paper	1,105
Painted windows (stained glass)	487
Olive oil	264
Miscellaneous	12,185
Total	71,401

EXPORTS.

Articles.	Value.
	Dollars.
Cotton (in bales)	3,334,813
Flour	112,706
Cotton-seed oil	73,085
Tobacco (hogsheads and tierces)	32,224
Cotton-seed meal	20,360
Shuttle blocks (cases)	7,665
Bark	3,945
Lard	712
Miscellaneous	1,037
Total	3,586,547

Country.	Imports.	Exports.
	Dollars.	Dollars.
Great Britain	22,076	2,947,450
British possessions	6,062	888
France	4,404	..
Germany	3,281	244,252
Belgium	1,842	212,700
Italy	770	68,085
Austria	2,010	..
Brazil	6,956	113,172
Orchilla, West Indies	24,000	..
Total	71,401	3,586,547

RETURN of Vessels Entered and Cleared from the Port of
Richmond, Va., and Sub-Port of West Point in 1892.

ENTERED.

Nationality.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	17	27,349	5	1,147
Foreign	1	1,396	4	1,065
United States	..	..	5	1,438
Total	18	28,745	14	3,650

CLEARED.

Nationality.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	17	27,349	3	603
Foreign	1	1,396	5	1,812
United States	..	..	1	428
Total	18	28,745	9	2,843

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1466)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

Nº. 1181.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF BOSTON
(MASS.).

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1015.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—68.]

Price One Penny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1061. Tainan	1d.	1121. Damascus	1d.
1062. Smyrna	1d.	1122. Naples	2d.
1063. Old Calabar.. ..	1d.	1123. Hakodate	1d.
1064. Samoa	1d.	1124. Montevideo	2d.
1065. Tahiti	1d.	1125. Stockholm	1d.
1066. Chefoo	6d.	1126. Dantzig	2d.
1067. Gothenburg	2d.	1127. The Hague	1d.
1068. Buenos Ayres	1d.	1128. Odessa	1d.
1069. Loanda	1d.	1129. Berne	1d.
1070. Guatemala	1d.	1130. Malaga	3d.
1071. Zanzibar	1d.	1131. Rome	2d.
1072. Charleston	2d.	1132. St. Jago de Cuba	4d.
1073. Nice	1d.	1133. Munich	1d.
1074. Caracas	1d.	1134. Meshed	1d.
1075. Lisbon	2d.	1135. Guayaquil	4d.
1076. Calais	2d.	1136. Rio de Janeiro	4d.
1077. Rio Grande do Sul	5d.	1137. Tonga	1d.
1078. Philadelphia	2d.	1138. Copenhagen	1d.
1079. Brindisi	2d.	1139. Tangier	1d.
1080. New York	2d.	1140. Buenos Ayres	2d.
1081. San Francisco	1d.	1141. Para	1d.
1082. Frankfort	4d.	1142. Bagdad and Bussorah	1d.
1083. Hiogo	1d.	1143. Christiania	5d.
1084. Tokio	1d.	1144. Old Calabar	2d.
1085. Amsterdam	1d.	1145. Trieste	1d.
1086. San Francisco	3d.	1146. Quito	1d.
1087. Bangkok	3d.	1147. Buenos Ayres	6d.
1088. Seoul	1d.	1148. Bogotá	1d.
1089. Chiengmai	1d.	1149. The Hague	2d.
1090. Copenhagen	1d.	1150. Mexico	2d.
1091. New Caledonia	1d.	1151. Florence	2d.
1092. Bushire	2d.	1152. Calais	1d.
1093. Tamsui	1d.	1153. Lorenzo Marques	1d.
1094. Dunkirk	1d.	1154. Patras	1d.
1095. Port Said	1d.	1155. Taganrog	1d.
1096. Guatemala	1d.	1156. Stockholm	1d.
1097. Chungking	9d.	1157. Washington	2d.
1098. Nagasaki	1d.	1158. Paris	1d.
1099. Constantinople	2d.	1159. Bengazi	1d.
1100. Buenos Ayres	1d.	1160. Santos	2d.
1101. Shanghai	2d.	1161. Buenos Ayres	1d.
1102. Jeddah	1d.	1162. Nantes	1d.
1103. Chicago	3d.	1163. Beira	5d.
1104. Erzeroum	1d.	1164. Galveston	1d.
1105. Loanda	3d.	1165. Berlin	1d.
1106. Macao	1d.	1166. Bordeaux	2d.
1107. Canton	1d.	1167. Calais	2d.
1108. Paramaribo	1d.	1168. The Hague	2d.
1109. Tunis	1d.	1119. Athens	12d.
1110. Sofia	3d.	1170. Galatz	1d.
1111. Brunei	1d.	1171. Guayaquil	1d.
1112. Athens	2d.	1172. Riga	2d.
1113. Alexandria	2d.	1173. Trebizond	1d.
1114. Vienna	1d.	1174. Havre	2d.
1115. Stettin	2d.	1175. Saigon	1d.
1116. Berne	1d.	1176. Baltimore	1d.
1117. Palermo	2d.	1177. Brest	1d.
1118. Tokio	1d.	1178. Buenos Ayres	1d.
1119. St. Petersburg	3d.	1179. Adrianople	1d.
1120. Teneriffe	1d.	1180. Algiers	2d.

No. 1181.

Reference to previous Report, Annual Series No. 1015.

UNITED STATES.

BOSTON.

Acting-Consul Stuart to the Earl of Rosebery.

My Lord, *Boston, March 24, 1893.*

I HAVE the honour to enclose a Report on the Trade and Commerce of Boston and the Boston Consular District for the year 1892.

I have, &c.
(Signed) W. H. STUART.

*Report on the Trade and Commerce of the Consular District of
Boston for the Year 1892.*

ABSTRACT of Contents.

	PAGE
Condition of trade	1
Foreign exports and imports at Boston	4
Foreign maritime trade at Boston	4
Rates of exchange	5
Mercantile failures in district	5
Statistics of manufactures in Massachusetts	5
Statistics of labour in Massachusetts	5
Statistics of labour in Maine	7
Tables	8-9

The past year has shown a decided improvement in business General
over the year 1891, and chiefly owing to that year's bounteous condition of
harvests which, together with deficient harvests abroad, increased trade.
the means of producers as also consumers in this country, and
enlarged the demand for manufactured goods and wares.

In this Consular District this demand has given labour for the
masses, which has given them power to spend and thereby help all
lines of trade.

NOTE.—Sterling amounts in this report are given at 5 dol. to the £.
(1506) A 2

In the first part of 1892 dulness prevailed, making merchandise low, and, owing to a surplus of goods on hand, depressed trade.

This surplus, however, being got rid of by curtailment of production and a large consumption setting in, caused during the last half of the year a steady but sure and increasing improvement in all kinds of business.

Operators, however, were cautious and, following the tactics of 1891, did not buy ahead of actual wants, but after the first part of the year a steady and general demand caught up with production, and manufacturers were able to keep their machinery busy.

The tendency of the trade in all probability will be to continue a hand-to-mouth policy, owing to the nearing change of administration, and thus be in position to meet any changes that may be made hereafter.

In general the business of the past year can be best stated as steady without speculative features and with a general strengthening at the close.

Cotton and
cotton goods. The year opened with raw cotton and cotton fabrics on a low basis, but small profits were generally made, as raw cotton declined to a very low price, owing to the pressure to sell the large crop of 1891.

The low price for raw cotton discouraged growers, which brought about a lighter acreage for 1892, which, as demand increased, caused a shortage and a mark-up of about $1\frac{1}{2}d.$ per lb. in a few weeks' time, as also a decided mark-up in the price of manufactured goods in sympathy. Dealers being bare of goods, the prices ran still higher, and the year ended leaving mills with unexecuted orders for months to come.

The advance on the higher grades of cotton fabrics was from $\frac{1}{4}d.$ per yard to $\frac{1}{2}d.$ per yard.

Wool and
woollens. Owing to the sharp competition of foreign wools the wool market, although showing a large business, has brought low prices. The year closed with a healthier demand and Ohio fleeces show an advance of $\frac{1}{2}d.$ over prices 2 months ago.

Manufacturers of woollens have found no boom in any kind of goods but sufficient demand to absorb all the production of their mills at a profit.

Worstedes sold well, but cheviots yet hold their place at the top.

Cassimeres dragged. The mills altogether have done a profitable business, and the year closes with orders ahead.

Iron, steel
and copper,
&c. The market has shown a steady consumption, but owing to large production values have ruled low.

Values of steel have been easy, with more or less fluctuations in price.

Copper has been very low during most of the year, but under the influence of speculation values advanced $1d.$ per lb. in the fall, and the market closes firm.

Tin and other metals have ruled quiet with values low.

Hides and
leather.

During the first half of the year a good demand for leather

prevailed, but accumulated supplies kept values on a very low basis.

Dealers, therefore, decided to stop production for 2 months, during which time no hides were to be "wet in," which put the market on a healthy basis.

Sales of Buenos Ayres' hides were made below 6*d*. Domestic hides closed dull.

Business has been very good during the year, the shipments Boots and having been the largest of any year, being 278,000 cases in excess shoes. of 1891, and 162,000 cases more than in 1890.

The situation has been remarkable for the evenness and steady- Lumber trade. ness of trade as also of prices.

Building operations took all the spruce produced.

Shingles and clap-boards have ruled dull, while laths have been high all the year.

Hard woods have sold steadily and brought fair prices.

The New England fish trade had a fairly active and prosperous Fish trade. year, with, however, some sharp fluctuations in supply and demand.

The codfish catch by the New England fleet was very successful and lasted from March to November.

Owing to a well-stocked market in the early part of the season, prices fell considerably until June, when they gradually advanced to the highest point in October, and continued firm to the end of the year.

Mackerel were in good supply and of good quality off Cape Cod in May, and subsequently along the coast of Massachusetts and Maine up to the early part of September, when they almost entirely disappeared.

The total native catch, in addition to about an equal quantity imported from Canada, Newfoundland, the United Kingdom, France, Norway, and Sweden, amounted to 62,000 barrels.

Imports from Ireland were not as large as in 1891, but the quality and condition of the fish showed a marked improvement on former shipments. Norwegian mackerel, however, are awarded the palm for quality, careful curing and excellent packing.

The shore catch of herring was above the average in quantity, quality, and size, and together with importations from Newfoundland, Scotland, Norway, and Holland, kept the market well stocked, and though not in excess of the demand, produced a sensible fall in price.

Bloaters, formerly received from England, are now extensively prepared in this country from herrings imported from Newfoundland.

The receipts of fish in the Boston market in 1892 were :—

Articles.		Quantity.	
		Domestic.	Foreign.
Codfish	Quintals ..	91,505	41,481
Mackerel, fresh and salted ..	Barrels ..	22,787	54,180
Frozen herring	Boxes ..	21,343	32,136
Smoked herring and bloaters ..	Boxes ..	831,208	189,805
All other kinds of fish ..	Quintals ..	76,452	1,151
	Barrels ..	14,977	9,495
	Boxes ..	13,744	17,877

Foreign
imports and
exports.

The Boston custom-house returns for 1892 show imports (including 5,000*l.* in coin and bullion) to the value of 15,118,712*l.*, and exports (including 100,110*l.* in coin and bullion) to the value of 17,761,041*l.*

The increase of imports over the previous year was 957,788*l.*, and that of exports was 1,409,110*l.*

The value of free goods imported was 7,572,598*l.*, and that of dutiable goods was 7,546,114*l.*, being an increase in the value of free goods of 940,861*l.*, and of dutiable goods of 16,927*l.*

Of exports 17,648,306*l.* represented domestic goods, and 112,735*l.* foreign goods.

Foreign
maritime
trade.

The number of vessels of all nationalities which entered the port of Boston from foreign ports in 1892 was, according to the custom-house returns, 2,396 vessels of 1,705,492 tons, or an increase of 54 vessels and 151,892 tons over the previous year.

Of these, 1,884 vessels of 1,379,636 tons were British, 370 vessels of 201,045 tons were American, and 142 vessels of 124,811 tons were of other nationalities.

This shows an increase over the previous year of 78 British vessels of 146,537 tons, an increase of 28 American vessels of 43,080 tons, and a decrease of 52 vessels of 37,725 tons of other nationalities.

The number of British vessels from all ports, including United States ports, entered at the Consulate, was 1,933 vessels of 1,377,327 net tons, of which 729 vessels of 1,214,002 tons were steamships and 1,204 vessels of 163,325 tons were sailing vessels, the increase over the previous year in steamers being 89 vessels of 133,232 tons, and the decrease in sailing vessels of 4, with an increase, nevertheless, of 6,393 tons, making a total increase of 85 British vessels of 132,625 net tons.

Ocean
freights.

Inward freights from Boston to the United Kingdom have been most unsatisfactorily low, and, it is stated, giving no return to capital invested, the same can be said of outward freights, which to the United Kingdom fell-off considerably during the year, with but a small and only partial recovery towards its close.

Thus grain ranged from 4*d.* to 6*d.* in January, 1*d.* to 2½*d.* in September, 2½*d.* to 3*d.* in December.

Provisions declined from 1*l.* to 1*l.* 10*s.* in January, from 7*s.* 6*d.* to 16*s.* 3*d.* in October, and 8*s.* to 17*s.* 6*d.* in December.

Flour from 12s. to 1l. in January, from 7s. to 10s. in June, and 8s. to 12s. 6d. in December.

Cotton from $\frac{3}{16}d.$ to $\frac{3}{32}d.$ and recovered to $\frac{5}{32}d.$ Cattle from 2l. 15s. in January to 1l. 10s. in September, and 1l. 15s. in December. Apples from 2s. 3d. in January to 1s. 6d. in December.

Sole leather from 1l. 12s. 6d. to 1l. 15s. in January, and 17s. 6d. to 1l. in December.

Bankers' sight bills were in January 4 dol. 85 c. per 1l.; in Sterling April, 4 dol. 84 $\frac{3}{4}$ c.; in June, 4 dol. 88 $\frac{3}{4}$ c.; in September, 4 dol. exchange. 87 $\frac{1}{4}$ c.; in October, 4 dol. 86 $\frac{1}{2}$ c.; and in December, 4 dol. 88 c. with very slight fluctuations between these dates.

The number of firms in business in this Consular District in the year 1892 was 81,047, or an increase of 819 over the preceding year, and the number of failures and amount of liabilities 804 and 2,040,891l., or a decrease of 88 and 984,812l. respectively. Mercantile failures.

In continuation of the fifth annual report on manufactures for the year 1890, of which an abstract was given in the last commercial report of this Consulate, the Bureau of Statistics of Labour has since published its sixth annual report on manufactures in 1891. Statistics of Massachusetts manufactures.

Of the 25,000 industrial establishments assumed to be in operation in Massachusetts, only 3,745 furnished sufficiently complete data for comparison between 1890 and 1891.

As, however, these establishments comprise the most important industries, their returns enable a fairly correct estimate to be made of the relative extent and value of the industries of the State in these two years.

Some of these 3,745 establishments were amalgamated, and some were transferred from private firms to corporations.

Description.	1890.		1891.	
	Number.	Amount.	Number.	Amount.
Thus the number of private firms was ...	2,987	£	2,952	£
The number of corporations ...	730	...	762	...
The amount of capital invested ...	...	84,944,762	...	86,931,220
Value of stock used ...	...	70,487,135	...	72,444,074
" produce ...	...	121,006,533	...	122,620,143
Average number of persons employed ...	287,900	...	292,866	...
Smallest number of persons employed ...	261,107	...	258,771	...
Greatest number of persons employed ...	322,288	...	329,634	...
Amount of wages paid ...	...	25,216,061	...	25,883,249

It thus appears there was an increase in 1891 over 1890, in these 3,745 establishments, of 2.34 per cent. in the value of stock used, of 1.33 per cent. in the value of produce, of 1.72 per cent. in the average number of persons employed, and of 2.65 per cent. in the amount of wages paid.

In accordance with a legislative resolution of the year 1891, the 22nd annual report of the Massachusetts Bureau of Statistics of Labour, published in 1892, deals with the question of rented tenements in the City of Boston. Statistics of labour.

Rented tenements, as defined in the report, applies to "places of residences hired or leased, without distinction of the class of persons occupying them, but not to hotels, boarding-houses, or tenements exclusively occupied by their owners."

The first of three sections into which that subject is divided, and which gives the number of houses, tenements, and rooms, hired or leased as residences, the number of families or persons occupying them, and the rents paid, is the only one published in this report; Sec. 2 and Sec. 3, treating respectively of the sanitary condition of tenements, and the nationality, place of birth, and occupation of occupiers, being reserved for future publication.

This Sec. 1 contains detailed returns for each of the 205 precincts, comprised in the 25 wards into which the city is divided, and abstracts of these returns for the whole city.

From these abstracts it appears, at the time of enquiry, the number of tenement houses (besides 14,788 houses occupied by owners, and 3,131 boarding and unoccupied houses) was 36,223, that the number of rented tenements (besides 5,483 unoccupied) was 71,665, containing 342,544 rooms, and occupied by 71,665 families, aggregating 311,396 persons.

It is thus shown that the relative average of tenements ranging from 1 to 47 to each tenement house was 1.98, the average of rooms ranging from 1 to 32, to each tenement 4.78, the average number of persons to each rented house 8.60, the average number of persons to each tenement as well as to each family 4.78, and the average of persons to each room (the highest percentage in the case of nine persons living in two rooms being 4.50, and the lowest in that of nine persons in 32 rooms being 0.28) was 0.91.

It is further stated that the total population of Boston being 464,751 and the total number of families 92,950, those living in rented tenements constituted 67 per cent. of the total population and 77.10 of the total number of families.

From a comparative table for the years 1875 and 1891 it appears moreover that the increase in the number of dwelling-houses in the latter year was 26.65 per cent. and that of population 35.92 per cent.

As regards rents, which range from 50 c. (2s.) to 144 dol. 17 c. (28l. 16s.), the average rent paid by 71,665 families in 1891 was 17 dol. 26 c. (3l. 9s.) per month.

Whilst not directly connected with the foregoing subject, the report contains, as a sequel to former publications, the following labour laws passed by the Legislature of Massachusetts in 1891.

Chapter 270 of the Massachusetts Statutes gives to persons to whom a debt is due for having performed labour on public works owned by a city or town, under contract with any person having authority from or rightfully acting for such city or town, a right of action against such city or town to recover such debt with costs.

Chapter 330 enacts that any person or corporation, or agent or officer on behalf of such person or corporation, who shall hereafter coerce or compel any person or persons to enter into an agreement, either written or verbal, not to join or become a member of any

labour organisation, as a condition of such person or persons securing employment or continuing in the employment of any such person, or corporation, shall be punished by a fine of not more than 100 dol.

Chapter 375 enacts that from July 1, 1892, no minor under 18 years of age and no woman shall be employed in any manufacturing or mechanical establishment more than 58 hours in a week.

Chapter 410 provides that the system, now or anytime hereafter, employed by manufactories of grading their work shall in no way affect or lessen the wages of a weaver, except for imperfections in his own work; and in no case shall the wages of those engaged in weaving be affected by fines or otherwise, unless the imperfections complained of are first exhibited and pointed out to the person or persons whose wages are to be affected, and no fine or fines shall be imposed upon any person for imperfect weaving, unless the provisions of this section are first complied with and the amount of the fines are agreed upon by both parties.

The second section of this chapter imposes on any employer who shall violate the provisions of this Act a fine of not more than 100 dol., and for a second or subsequent violation thereof a fine of not more than 300 dol.

In the State of Maine the granite industry has been seriously affected by protracted strikes and lock-outs. Statistics of labour in Maine.

These strikes have but recently been settled, otherwise labour has been employed on full time and at fair wages, if we except the encroachments of women, in fields of labour formerly occupied by men, in which case wages have been kept down.

From the pay-rolls of seven mills, employing 3,531 hands, engaged in the manufacture of cotton goods, it appears that the average wages paid per day is, in the carding department, 4s. 7d.; in the ring spinning department, 3s. 2½d.; mule spinners, 4s. 7d.; weaving, 5s. 2¾d.; dressing, pooling, &c., 4s. 2½d.; cloth finishing, 4s. 5d.; selt and roll, 5s. 2¼d.; and repair, 7s. 5d.; average wages paid being 4s. 10¼d.

In the corn factories in this State there are employed 4,709 Indian corn. men, 2,165 women, 637 boys, and 489 girls; the average daily wages paid being for men, 6s. 5½d.; women, 3s. 7½d.; boys, 3s. 2d.; girls, 2s. 3½d.; average wages of all being 3s. 10½d.

There were 9,312 acres planted with corn, which allowed the packing of 13,161,028 cans.

The largest number of cans packed per acre was 2,333, but the poor land produced but 480 cans to the acre.

The total value of the plants is 76,000*l.*, and the average pack per acre was 26*l.*

During the past year this State has been successful in the manufacture of silk goods, the Westbrook Mills alone producing 350,000 yards.

The average number of days worked by all in Maine is 220 in a year.

The smallness of this average is to be accounted for by the

severity and length of the winter, which prevents the employment of many artisans, &c., during that period.

Annex A.—RETURN of Shipping in the Foreign Trade at the Ports in the Boston Consular District in the Fiscal Year ended June 30, 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British and other foreign	2,692	19,065	1,305	1,487,944	3,997	1,807,009
American	558	170,008	280	274,930	838	444,938
Total	3,240	489,073	1,585	1,762,874	4,825	2,251,947
„ for the year preceding	3,908	564,855	1,269	1,487,899	5,072	2,052,754

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British and other foreign	2,789	306,170	1,156	1,251,599	3,945	1,557,769
American	1,019	257,236	282	273,613	1,301	530,899
Total	3,808	563,406	1,438	1,525,212	5,246	2,088,668
„ for the year preceding	4,250	621,406	1,090	1,237,446	5,340	1,868,852

Annex B.—RETURN of Principal Articles of Export from and Imports to Ports in the Boston Consular District during the Fiscal Years ended June 30, 1892–91.

EXPORTS.

Articles.	Value.	
	1892.	1891.
Meat and dairy products	£ 6,653,217	£ 6,426,522
Horned cattle	2,367,293	1,879,359
Corn, flour, and other bread-stuffs	3,381,166	2,056,091
Raw cotton	2,565,501	2,463,655
Leather, and manufactures of	846,994	1,033,307
Cotton manufactures	252,497	211,922
Tobacco in leaf and manufactured	105,694	219,941
Iron, steel, and manufactures of	422,355	375,229
Sugar and molasses	206,197	102,787
All other domestic merchandise	1,988,063	1,980,275
Foreign imports re-exported	169,074	86,149
Coin and bullion	4,848	251,989
Total	18,962,899	17,087,226

IMPORTS.

Articles.	Value.	
	1892.	1891.
	£	£
Sugar and molasses	2,714,648	2,694,017
Wool	743,080	1,819,498
Woollen goods	365,242	436,987
Hides, goat and fur skins, and furs ..	958,562	1,076,457
Iron ore, iron, steel, and manufactures of ..	922,877	1,142,406
Chemicals, drugs, dyewood and dyes ..	1,039,442	1,024,795
Flax, hemp, jute, and manufactures of ..	684,888	1,369,834
Cotton goods	230,423	286,965
Fish	279,063	363,805
All other imported merchandise (including 97,391 <i>l.</i> , value of domestic exports re- imported)	8,015,913	5,800,778
Coin and bullion	12,879	6,547
Total	16,017,017	16,022,089

Annex C.—TABLES showing the Value of all Articles Exported from and Imported to Ports in the Boston Consular District during the Fiscal Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
United Kingdom and colonies	17,106,749	15,960,875	8,974,339	9,758,789
Germany	536,175	238,852	804,254	857,963
France and colonies	129,100	195,170	514,971	487,429
Spain and colonies	45,208	29,938	2,724,534	2,257,796
Austria-Hungary	664	..	158,790	81,395
Netherlands and colonies ..	274,660	34,276	429,377	280,468
Belgium	488,985	309,537	274,558	300,539
Sweden and Norway	20,043	..	161,826	135,208
Italy	10,901	15,916	321,345	315,463
Russia	10,569	..	140,856	101,329
Turkey	30,241	16,563	223,548	144,050
Argentine Republic	104,248	28,427	643,624	639,054
Uruguay	8,663	13,776	104,462	94,888
Brazil	2,159	2,156	2,828	73,104
Chile	48,283	56,715	63,835	60,439
Mexico	69	..	389,793	138,682
Hayti	8,179	19,868	41,663	65,329
All other countries	138,003	165,152	42,916	180,159
Total	18,962,899	17,087,226	16,017,017	16,022,089

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1506)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

Nº. 1203.

**DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.**

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

**TRADE OF THE CONSULAR DISTRICT OF
CHARLESTON, S.C.**

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1072.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE
BY HARRISON AND SONS, ST. MARTIN'S LANE.
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
22, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855—90.]

Price Twopence Halfpenny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1081. San Francisco ..	1½d.	1142. Baghdad and Bussorah ..	1½d.
1082. Frankfort ..	4d.	1143. Christiania ..	5½d.
1083. Hiogo ..	1½d.	1144. Old Calabar ..	2d.
1084. Tokio ..	1½d.	1145. Trieste ..	1½d.
1085. Amsterdam ..	1d.	1146. Quito ..	1d.
1086. San Francisco ..	3d.	1147. Buenos Ayres ..	6d.
1087. Bangkok ..	½d.	1148. Bogotá ..	1d.
1088. Soul ..	1½d.	1149. The Hague ..	2d.
1089. Chiengmai ..	1d.	1150. Mexico ..	2½d.
1090. Copenhagen ..	½d.	1151. Florence ..	2d.
1091. New Caledonia ..	½d.	1152. Calais ..	1d.
1092. Beshire ..	2d.	1153. Lorenzo Marques ..	1½d.
1093. Tamsui ..	1d.	1154. Patras ..	1d.
1094. Dunkirk ..	1d.	1155. Taganrog ..	1d.
1095. Port Said ..	1d.	1156. Stockholm ..	1d.
1096. Guatemala ..	½d.	1157. Washington ..	2d.
1097. Chungking ..	9d.	1158. Paris ..	1½d.
1098. Nagasaki ..	1d.	1159. Bengazi ..	1d.
1099. Constantinople ..	2d.	1160. Santos ..	2½d.
1100. Buenos Ayres ..	½d.	1161. Buenos Ayres ..	1½d.
1101. Shanghai ..	2d.	1162. Nantes ..	1d.
1102. Jeddah ..	½d.	1163. Beira ..	5d.
1103. Chicago ..	3d.	1164. Galveston ..	1½d.
1104. Erzeroum ..	½d.	1165. Berlin ..	1d.
1105. Loanda ..	3d.	1166. Bordeaux ..	2½d.
1106. Macao ..	½d.	1167. Calais ..	2½d.
1107. Canton ..	1d.	1168. The Hague ..	2d.
1108. Paramaribo ..	1½d.	1169. Athens ..	12d.
1109. Tunis ..	1½d.	1170. Galatz ..	1½d.
1110. Sofia ..	3d.	1171. Guayaquil ..	1d.
1111. Brunei ..	1½d.	1172. Riga ..	2d.
1112. Athens ..	2½d.	1173. Trebizond ..	1d.
1113. Alexandria ..	2d.	1174. Havre ..	2½d.
1114. Vienna ..	1d.	1175. Saigon ..	½d.
1115. Stettin ..	2½d.	1176. Baltimore ..	1½d.
1116. Berne ..	1d.	1177. Brest ..	1d.
1117. Palermo ..	2½d.	1178. Buenos Ayres ..	½d.
1118. Tokio ..	1½d.	1179. Adrianople ..	½d.
1119. St. Petersburg ..	3d.	1180. Algiers ..	2½d.
1120. Teneriffe ..	1d.	1181. Boston ..	1d.
1121. Damascus ..	1d.	1182. Marseilles ..	1½d.
1122. Naples ..	2d.	1183. Warsaw ..	1d.
1123. Hakodate ..	1d.	1184. Piræus ..	1½d.
1124. Montevideo ..	2½d.	1185. Callao ..	1d.
1125. Stockholm ..	1½d.	1186. Jerusalem ..	½d.
1126. Dantzig ..	2d.	1187. Chefoo ..	1½d.
1127. The Hague ..	1½d.	1188. Munich ..	2d.
1128. Odessa ..	1d.	1189. Resht ..	1d.
1129. Berne ..	1½d.	1190. Batavia ..	1½d.
1130. Malaga ..	3d.	1191. Batoum ..	1½d.
1131. Rome ..	2½d.	1192. Tainan ..	1d.
1132. St. Jago de Cuba ..	4½d.	1193. Amoy ..	1d.
1133. Munich ..	1½d.	1194. Zanzibar ..	4d.
1134. Meshed ..	1d.	1195. Corunna ..	2d.
1135. Guayaquil ..	½d.	1196. Algiers ..	15½d.
1136. Rio de Janeiro ..	4½d.	1197. Pakhoi ..	1d.
1137. Tonga ..	1d.	1198. Nice ..	1½d.
1138. Copenhagen ..	1d.	1199. Kiungchow ..	1½d.
1139. Tangier ..	1½d.	1200. Aleppo ..	1d.
1140. Buenos Ayres ..	2½d.	1201. Stettin ..	4½d.
1141. Para ..	1d.	1202. Swatow ..	1d.

No. 1203.

Reference to previous Report, Annual Series No. 1072.

UNITED STATES.

CHARLESTON.

Acting-Consul Harkness to the Earl of Rosebery.

My Lord, *Charleston, April 22, 1893.*
I HAVE the honour to transmit herewith the Annual Trade Reports for Charleston, Brunswick, and Wilmington for the year 1892.

I regret that I am not able to obtain a Report also from Savannah, as Mr. Vice-Consul Robertson reports that he is unable to prepare the same in consequence of an accident.

I have, &c.

(Signed) A. HARKNESS.

Report on the Trade and Commerce of the Consular District of Charleston for the Year 1892.

ABSTRACT of Contents.

	PAGE
General trade	1
Cotton	6
Phosphates and fertilisers	8, 9
Chemicals	10
Rice	11
Naval stores and lumber	14, 15
Shipping and navigation	15
Freights; new channel	16
Miscellaneous	19
Brunswick Vice-Consulate	20
Wilmington	25

General Trade.

During the year 1892 a great and very general business depression prevailed at Charleston and throughout the State of South Carolina. This depression was also experienced over the entire cotton-growing section of the American Union. Low prices at the beginning of the year caused great distress among southern farmers and producers, and the ill-effects were sorely felt

(1544) A 2

at most of the commercial centres. The unfavourable conditions in the country were naturally reflected in the towns, and Charleston's total trade for the year, compared with the previous season, is estimated to have fallen off about 14,000,000 dol. (nearly 3,000,000%). The official figures of the whole amount of business done in 1892 were a little over 83,000,000 dol. (17,000,000%), against 98,000,000 dol. (20,000,000%) for the year before. It is believed that fully one-half of the above-mentioned decrease in the trade of this port for the past year is attributable to the falling-off in cotton values. Low prices for this staple also had a most unfavourable effect upon the phosphate and fertiliser business, the demand for commercial manures having been largely decreased by the inability of cotton planters to buy so freely as in former seasons.

Shipping.

A reference to the return of British shipping for 1892, attached elsewhere to this Report, will show that the shipping trade also suffered severely from the bad business in cotton and fertilisers. The total number of arrivals of vessels flying the English flag were only 51 for last year, against 96 for the year before, a falling-off of 45 vessels, or nearly 50 per cent. There was also, unfortunately, a considerable amount of inconvenience, together with loss of time and money, sustained by a number of British steamers that took cotton cargoes at this port last fall, in consequence of the unwillingness of cotton dealers to ship this product at the low prices prevailing and the inability on the part of several charterers to load vessels according to the terms agreed upon in charter parties, or to meet claims for demurrage incurred thereunder. These cases appear to have been purely instances of business misfortune, the result of an exceptionally depressed cotton trade, and insufficient financial strength to weather the storm on the part of the charterers.

The unpleasant facts in the condition of British shipping trade at Charleston this year, however, have been, to a certain extent, offset and compensated for by the large exports of Carolina phosphate rock from Port Royal, Beaufort, Coosaw, and Bull River. About 65 British steamers having taken cargoes from the Beaufort Custom-house District (which includes the four places named) during 1892, the indications at the close of the year being that, for the incoming year, there is likely to be a considerable increase in the amount of British tonnage that will be required for the carrying trade in this branch of business next season. As most of the Carolina phosphate industries are managed or controlled from Charleston, much of the business done at other places in this State is beneficial, in a measure, to the commercial interests of this port, and contributes, in this sense of the word, directly or indirectly to its welfare.

General trade of the year.

But taking the general trade for the whole year in cotton, phosphates, and fertilisers there seems to be no doubt that the past season was one of the most unsatisfactory ever known in these industries. Matters were aggravated, moreover, by the fact that trade depression was not confined to Charleston nor to

this State or country. During the early part of 1892 there was a general collapse in cotton values and a stagnation of trade almost to the point of congestion in nearly all of the markets of the world. The depression also almost ruined the mining of apatite in Canada; and the principal French and German phosphate mines were unable to sell half of the quantity of rock in 1892 that they had mined in 1891, and sales were made at far less remunerative prices. The same depressed condition also existed in fertilisers both here and abroad, and nearly all other branches of trade sympathised with and were unfavourably affected by the bad state of affairs in the three above-stated leading industries of this section. One conspicuous exception, however, was that of the cotton spinners, the Carolina mills doing a good business during the year, owing to the exceptionally low prices at which they were able to buy the raw cotton early in the season.

It may also be stated, in reviewing the past year's trade, that the principal industries have been characterised by a marked absence of over-production, being in striking contrast, in this respect, with the previous season.

The total American cotton crop receipts for the four months of September, October, November, and December, 1892, were about 2,000,000 bales short of the crop for the same period in 1891, and in phosphate mining and fertiliser manufacturing but few of the companies worked up to their full capacity, the acid chambers of several of the largest fertiliser establishments only working for a short time.

It has, unfortunately, been the case that a number of misleading articles have, from time to time of late, been published in various industrial trade journals throughout this country with reference to the phosphate business. While these articles may not, perhaps, have been purposely intended to deceive the public, they have, nevertheless, been calculated to give wrong impressions, their tone being too optimistic and the colour too rosy to give correct ideas as to the facts connected with this subject. The plain truth, plainly stated, appears to be that during the past year there was, not only a great shrinkage in value of phosphates and fertilisers, but that a considerable reduction was also sustained in the volume of business done. It must, however, be stated that there was a material improvement towards the close of the year, the general trade conditions, as the year closes, showing very much better prices prevailing, a brisker demand for cotton and phosphates, and a favourable outlook for an improvement in general trade conditions next season.

Reports received from all sections of the State of South Carolina show that farmers and business men entered upon the year just closed with many misgivings as to the outcome of the year's work, owing to the low prices for cotton and the large stocks remaining on hand unsold from the previous season and unsaleable at remunerative figures. The acreage planted in cotton was reduced by at least 25 per cent., and there was a

corresponding, or even greater, reduction in the orders for commercial fertilisers. More land, however, was devoted to wheat and other small grains than ever before and with highly satisfactory results.

The cotton crop produced was only fairly good, but better prices were obtained for it, the price for middling having advanced from 6 c. per lb. at the beginning of the year to $9\frac{1}{2}$ c. for the same grade of cotton on the last day of December, 1892. It is estimated that more smoke-houses in this State have this year been filled with South Carolina raised meat than has ever been the case before, the bills for commercial fertilisers were never so light, and store accounts, as a rule, represent only purchases that were strictly necessary. Economy has been the watchword, and, although the past year was a most trying one for the merchants, they have generally been able to meet their obligations and overcome their difficulties.

Business was done more on a cash basis than heretofore and the records of Bradstreet's and Dun's commercial agencies show a gratifying smallness in the percentage of business failures officially recorded during the year, in view of the exceptionally bad trade conditions experienced.

In spite, however, of the exceptionally bad season that Charleston experienced, there has been a considerable addition made to the Terminal Railway facilities since the last Consular Report from this office was sent home.

During the autumn months the East Shore Terminal Railway Company extended their tracks from a point opposite Broad Street to the southern wharves, the limit of the dock system here on the ocean side of the town, thus practically completing a system of Terminal Railway tracks which places every wharf on the eastern side in direct communication with the entire network of railways on the North American continent. Steps have also been taken, during the past year, by parties interested in the terminal facilities of this port to secure, jointly with the other South Atlantic seaport towns, such a reduction in the railway rates on grain from the West as would enable these ports to compete on equal terms with Baltimore, Newport News, and New Orleans for a fair proportion of the enormous quantities of Western-grown grain which are now annually shipped from the last-named places to Europe.

The importance of this matter will be understood from the fact that the only port south of Cape Hatteras that exported grain last year to foreign countries was New Orleans, and, according to official figures, over 21,000,000 bushels were shipped last year from that place to all parts of Europe, the principal shipments going to France and Germany, although Great Britain also enjoyed a large portion of the trade.

The grain exports from New Orleans the year before last were only 7,000,000 bushels, thus showing an excess in favour of the past season of 14,000,000 bushels, and, at the same time, clearly establishing the fact that this business is both a large and a growing one.

At the time this report is written it is understood that a satisfactory readjustment of railway rates has been secured, and that hereafter the South Atlantic ports, including Charleston, Port Royal, Savannah, and Brunswick, will be on an equal footing in the matter of grain rates with the Gulf ports and exporting points north of Cape Hatteras. With the doing away of prohibitive freight rates, the principal difficulty has been removed, and concerted action on the part of the respective ports interested, through their representative commercial bodies, will, it is expected, soon secure charters for the formation of grain-exporting companies to inaugurate and develop this business. There is ample capital in Charleston to handle a grain-exporting trade, and although there are no grain elevators here as yet they will be built when grain shipments make them necessary.

In addition to the extension and improvements made on the east side of the town last year there was also a spur or branch line built by the Charleston and Savannah Railway Company on the west, or Ashley River side, connecting the main line about 7 miles north with nearly all the principal phosphate establishments along the Western River frontage for a distance of about 7 miles. British and other vessels are now able to discharge cargoes of pyrites, nitrate, kainit, or sulphur, of which there are numerous arrivals, on either the east or the west sides of the town, as may be most convenient or desirable, the railway facilities being equally good in the way of direct through connections and track accommodation for the handling and distribution of these cargoes to interior points.

With reference to other matters connected with the improvement of Charleston Harbour, which took place during the past year, perhaps the most important one to be mentioned was the passage last summer by the American National Congress of a Bill authorising the Secretary of War to contract, for a sum not exceeding 2,175,000 dol., for continuous work upon and the completion thereof of the system of jetties now in progress for deepening the water on Charleston Bar. Irregular and inadequate appropriations have seriously retarded this work during recent years, but by the action of Congress in passing the above-named measure, the improvement of the bar is now placed beyond the contingencies which affect river and harbour bills in Congress, and there is no further danger of the work being suspended by reason of the failure of such appropriation bills henceforward. Although the jetties are not likely to be completed for several years, there has already been a marked increase in the depth of water on the north or jetty channel across the bar. Up to last year 12 feet of water was about the maximum through this channel, but now there is obtainable by this passage way to the sea a depth of 15 feet. according to soundings made by the United States revenue cutter, "Morrill," and numerous vessels went to sea by this channel last year that could not have used it before.

It is also gratifying to be able to report that no cotton fires occurred on board British or other vessels at Charleston during

the year 1892, and so far as known, no fires were reported on ships taking cargoes here as having developed after leaving this port. The record for 1892 being even better in this respect than for the year before, although it must be stated that the number of ships taking cotton cargoes last season was considerably reduced.

Trade.

Fuller details and figures in regard to the principal branches of trade for the past year are set forth as follows under their respective headings, an effort being made to avoid unnecessary elaboration in treating the different subjects, and minimising, so far as it could well be done, the use of figures and tabulated statistics.

Cotton.

Cotton.

The total receipts of cotton at Charleston for the commercial year ending August 31, 1892, were 511,273 bales, against 557,744 bales in 1891, and 349,828 bales in 1890, showing a decrease the past season of 46,471 bales, compared with 1891, and increase as compared with the previous year of 161,445 bales.

The receipts last year, while not so large as for the year before, have nevertheless shown that the comparative decrease here was less than at any of the other South Atlantic cotton ports.

In some respects the season was a remarkable one in the cotton trade, over 9,000,000 bales were produced during 1891-92 by American cotton-growers—the largest crop of the staple ever made in this country, and prices for middlings went down to the lowest point recorded for 40 years, the quotations during January, February, March, and April, 1892, ranging from $6\frac{1}{4}$ c. to $6\frac{3}{4}$ c. per lb.

Rise in prices.

In May, however, prices commenced to rise, and cotton sold for $7\frac{1}{8}$ c. on August 31, and at the end of December the closing quotations for middlings were $9\frac{5}{8}$ c., after reaching 10 c. during the middle of the month.

Exports.

The total exports of cotton from Charleston from September 1, 1891, to August 31, 1892, inclusive, were 478,079 bales as compared with 534,921 bales for the same period the year before. Of the amount exported last year 158,102 bales went to Liverpool, 5,550 bales to Havre, 184,632 bales to other Continental ports, and 129,795 bales to New York and interior points of the United States.

From September 1, 1892, to December 31, 1892, the receipts of cotton at Charleston were 245,813 bales, as compared with 410,473 bales received during the last 4 months of 1891, a decrease last year of 164,660 bales. The exports from September 1, 1892, to December 31, 1892, amounted to 204,747 bales, against 333,208 bales for the corresponding period in 1891. Leaving the stock on hand and on shipboard on the last day of the year of 48,763 bales, against 74,367 bales for the same day a year ago. Of the cotton exported during the last 4 months of

1892, the shipments to Liverpool were 76,369 bales; Havre, 7,900 bales; Continental ports, 71,692 bales; and to New York, 53,676 bales.

According to general expectation the crop of Sea Island cotton ^{Sea Island cotton.} produced last year was smaller than that of the preceding season, and if the number of bags brought forward from the year before be deducted from last year's receipts it will be seen that the actual growth of the past season was less than 55,000 bags.

The market opened in October, 1891, at 19 c. per lb. for medium fine Carolinas and $17\frac{1}{2}$ c. per lb. for fine Floridas, but prices speedily declined, and in January, 1892, the quotations for medium fine Carolinas were 16 c. per lb. and fine Floridas $14\frac{1}{2}$ c. per lb.

The demand, however, for extra fine Carolinas was very good, and prices for this quality were about the same as last year.

After the month of May unfavourable crop reports caused prices to advance, and by September 1 the quotations were 24 c. per lb. for medium fine Carolinas and $17\frac{1}{2}$ c. per lb. for fine Floridas.

In September the reports from the new crop were bad, and the indications from South Carolina, Georgia, and Florida gave promise of a smaller crop for the coming year; the greatest falling off was reported from Florida, in consequence of reduced acreage and bad crop conditions prevailing in that State.

The receipts and exports of South Carolina, Georgia, and Florida Sea Island cotton at Charleston, for the cotton year ^{Receipts and exports.} ending August 31, 1892, compared with the year before, were as follows:—

RECEIPTS.

	Quantity.	
	1892.	1891.
	Bags.	Bags.
Receipts of Islands	9,218	13,241
Georgias and Floridas	31	173
Old Stock	564	67
Total	9,813	13,481

EXPORTS.

	Quantity.	
	1892.	1891.
	Bags.	Bags.
Exports of Islands	9,664	12,744
Georgias and Floridas	30	173
Stock, Islands	119	564
Total	9,813	13,481

Exports.

Of the exports from this port of Sea Islands during last year 2,557 bags were shipped to Liverpool, 241 bags to Havre, and 6,896 bags went coastwise to New York; making a grand total of 9,694 bags exported, against 12,917 bags for the previous season, leaving a stock on hand, September 1, 1892, of 119 bags to be carried forward to next year's crop statement.

According to official figures, the total amount of the Sea Island cotton crop produced in the United States last season was 59,232 bags, as compared with 68,063 bags for the year before. Of last season's crop, Savannah received 33,084 bags; Charleston, 9,249 bags; Fernandina, 4,113 bags; Brunswick, 3,456 bags; and Jacksonville, 330 bags.

The total
cotton crop
for 1891-92.

The following is the estimate made of the total American cotton crop, including Uplands and Sea Islands, for the season of 1891-92, made up to August 31, 1892 :—

				Quantity.
				Bales.
Receipts at the ports..	..	..	..	7,102,145
Net overland movement	..	..	..	1,262,110
Southern consumption	..	..	..	651,715
Total cotton crop for 1891-92				9,015,970

Phosphates and Fertilisers.

The Carolina phosphate and fertiliser business last year was severely affected by the disastrous collapse in the cotton trade and the large surplus stock of 1,500,000 bales on hand on January 1, for which no remunerative market could be found. The low price of cotton appears to have been the principal cause for the depression which prevailed in the values of rock, acid phosphate, and fertilisers; but, in addition to this, there were several other causes which contributed to unfavourably affect the market. The heavy and continuous rains which prevailed during the mining season greatly retarded work and reduced profits, and the legal decision adverse to the Coosaw Mining Company, which was the final result of the litigation between that company and the State, caused the shutting down of its extensive machinery and the closing of the Coosaw Mines to all mining operations for more than a year, entailing considerable loss to the State Treasury in diminished royalties, and also offering advantages to Florida competitors in marketing their phosphate products, river rock particularly, which they would not otherwise have enjoyed. The manufacturers of Great Britain and the Continent, who used river rock, were willing to use the Florida article because the well and favourably known Coosaw rock could not be obtained. The Coosaw River is now open again, however, to all miners, and with its good machinery and management is once more

making large returns. It has always been a favourite rock abroad, being of high grade, uniform quality, and well prepared. Its good reputation, together with the low prevailing prices, has attracted the attention of foreign buyers again, and large shipments of Carolina-mined rock are expected to be made during the next season.

For the past 23 years South Carolina produced more phosphate rock than any other section, and the State still holds her place in this industry, notwithstanding the serious competition of the Florida rock for the last two or three years. There are 14 or 15 companies manufacturing phosphate fertilisers around Charleston, and these, together with the Coosaw Company and the manufacturing companies near Beaufort and Savannah, will greatly aid this State in its efforts to maintain its position of supremacy as a phosphate market. It is probable that for many years to come the Charleston manufacturers will require from 150,000 to 200,000 tons of rock annually to supply their wants, and this demand alone will give employment to a dozen or more companies mining rock, as few of them produce more than 25,000 tons yearly.

In addition to the Coosaw territory and the many large and prosperous land companies in this State, there is also good mining in the Edisto, Ashepoo, Wando, Stono, and Ashley Rivers.

The total shipments of Carolina phosphate rock from January 1, 1892, to December 31, 1892, amounted to 516,786 tons. The shipments from Charleston were 2,475 tons to foreign countries, 134,132 tons to domestic ports, and 125,000 tons consumed here, the shipments from Beaufort being as follows:—132,234 tons to foreign ports, 56,277 tons to domestic ports and interior places by rail and 15,000 tons consumed.

The total shipment of Florida phosphate rock for the year 1892 was 314,399 tons; of this amount 229,383 tons were shipped to foreign ports, and 85,016 tons were sent to domestic points or consumed. The principal foreign shipments of Florida rock last year were from the ports of Fernandina, 118,678 tons; Punta Gorda, 41,365 tons; Port Tampa, 40,459 tons; and Brunswick, 15,469 tons. The smaller shipments from Savannah and Tampa were 7,412 tons and 6,000 tons respectively.

Fertilisers.

The older companies manufacturing fertilisers in this State had a fairly prosperous season during the commercial year ending August 31, 1892; they manufactured large supplies, and sales were made at moderately remunerative prices, collections were good, and they were able to pay large and regular dividends, making their stocks favourite ones for investment, many persons preferring them for this purpose to the mining companies.

Notwithstanding the check which was placed upon the

manufacture of commercial manures and fertilisers last year by the low prices of cotton, it is believed that this business will inevitably grow, and small reverses will not long retard its future development.

Large sums of money have been invested in the manufacture of fertilisers, and the facility with which money has been raised from banks, together with the intelligent and trustworthy character of the men managing the business, gives the public confidence, and appears to justify the belief that the fertiliser industry is not likely to suffer more than temporary depression from the bad cotton year just passed.

There was manufactured in the United States in 1892 1,365,000 tons of fertilisers, compared with 1,360,000 tons in 1891 and 1,250,000 tons for the year before.

Shipments.

The shipment of fertilisers from Charleston for 1892 were 214,338 tons, against 287,975 tons for 1891; shipments from Port Royal, 30,000 tons last year, against 33,000 tons in 1891; and from Savannah, 108,119 tons in 1892 and 112,000 tons the year before.

The total sales for the same periods were: at Charleston, 214,338 tons in 1892, against 287,975 tons in 1891; Savannah, 108,119 tons, against 112,000 tons; and Port Royal, 30,000 tons, against 33,000 tons.

Of the shipments of fertilisers last season from this port 208,175 tons were shipped to interior points by rail, and the remaining 6,163 tons went forward by steamer, mostly to northern ports.

Prices.

The prevailing prices for fertilisers at the close of the year were as follows:—

Fertilisers—Kainit, 12 dol. 50 c. per ton; acid phosphate, 13 per cent., 9 dol. 50 c.; dissolved bone, 9 dol. 50 c.; ammoniated fertiliser, 2 per cent., 18 dol. to 18 dol. 50 c.; ammoniated fertiliser, 2½ per cent., 19 dol. to 19 dol. 50 c.

Phosphate rock—Land rock, crude, 4 dol. per ton.; land rock, hot air dried, 4 dol. 80 c. to 5 dol.; river rock, crude, 3 dol. 75 c.; river rock, hot air dried, 4 dol. 75 c.; ground rock, 7 dol. 50 c.

Chemicals Imported into Charleston.

The following table will show the quantities of chemicals, used in the manufacture of fertilisers, imported into Charleston during the last two commercial years, ending August 31, 1892 and 1891, respectively:—

Articles.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	Dollars.	Tons.	Dollars.
Kainit	19,164	133,713	40,301	195,018
Sulphur	25,243	436,808	24,316	580,344
Muriate of potash	3,306	111,770	2,506	88,915
Pyrites	..	..	17,071	62,047
Fertilisers.. .. .	548	5,489	1,577	11,797
Nitrate of soda	1,966	63,046	3,035	74,939
Total.. .. .	50,227	750,826	88,806	1,013,060

It is believed that next year the quantity of pyrites likely to be used here will be very much larger, and the amount of kainit required considerably smaller than last year, unless the price of sulphur should fall greatly below present quotations.

Rice.

The harvest season during the autumn of 1891 was an unfavour- Harvest.
able one for the rice interests.

Long continued rains and frequent heavy showers during the first weeks of the season retarded work in the fields and also delayed the cutting of much rice after it was ready for the sickle. Great waste and injury was sustained, too, by that part of the crop which had been cut and stacked up in the fields, it having suffered greatly, both as to quantity and quality.

It was found when the rice was brought to the threshing mills that calculations that had been made, by experienced planters, as to the yield per acre, were greatly overestimated. The straw was abundant enough, but the grain was missing, and the fact was established that, on most plantations, the average yield to the acre was much below the figures for the last few years, while the expenses necessary for harvesting were considerably increased.

The result shows that there was a shortage in the rice crop of this State last season of 63,438 bushels, as compared with the year before; and that the total shortage, the past year, in the Atlantic coast rice growing States of North Carolina, South Carolina and Georgia amounted to 154,105 bushels.

The rice crop of the Gulf State of Louisiana fared better at the critical period of harvest time, and this, together with the larger acreage planted, resulted in an increase of 1,001,402 bushels of Louisiana rice marketed.

The total rice crop produced in the United States during the season of 1891-92 is estimated at 5,883,629 bushels, as compared with 5,036,332 bushels for the year before; showing an increase in the American rice crop last year of 847,297 bushels.

The first new Carolina rice reached this port on September 11,

1891, and was sold on the following day for 5 c. per lb. This shipment, which came from Georgetown County, was quickly followed by others from all the rice growing sections of the State. Many of these shipments bore evidence of the injury which the grain had received, and some of the rice was in such bad condition that it had to be turned out and dried at the city mills before it could be properly cleaned and milled for market. The receipts in September, were unusually light, but increased in volume during October and prices gradually receded to $4\frac{1}{2}$ c. and $4\frac{3}{4}$ c. per lb. for good grades. Choice grades were scarce and brought full prices throughout the season and in some instances as high a figure as $5\frac{1}{2}$ c. to $5\frac{3}{4}$ c. was paid for the light offerings of this quality. During November and December there was no great change in quotations, and the market was generally in buyer's favour.

There was a slight reaction, however, late in December, that continued throughout the greater part of January, and prices were $\frac{1}{4}$ c. to $\frac{3}{8}$ c. better for fair to good grades, but as the season advanced the market became quiet and the advance could not be maintained, and as spring and summer approached sellers were obliged to meet the views of buyers and accept lower prices in order to market their stocks. On September 1, 1892, all of the old crop had been disposed of and the new rice season of 1892-93 opened with no old rice in first hands. At this time reports as to the new crop, then being harvested, were favourable, and the crop indications gave planters reason to hope that, if the weather continued good, the crop would be gathered under more advantageous conditions than for several preceding seasons.

Up to the year 1884 rice was packed in tierces averaging 600 lbs. each, net weight; but since that year it has been sent to market in barrels containing 300 lbs. net. The following figures are, therefore, in barrels, and represent cleaned or milled rice as distinguished from uncleaned or rough rice, given in bushels as above:—

RICE Crop—Season of 1891-92.

Rice Crop of—	Quantity.	
	Barrels.	Barrels.
SOUTH CAROLINA.		
Milled at Charleston	58,936	
„ Georgetown	31,677	90,613
GEORGIA.		
Milled at Savannah	..	40,019
NORTH CAROLINA.		
Milled at Wilmington, Newberne, and Washington	..	22,326
LOUISIANA.		
Milled at Louisiana	..	344,533
Grand total crop for United States (including Gulf and Coast crops)	..	497,491

Receipts of rice at Charleston from September 1, 1891, to August 31, 1892, amounted to 82,923 barrels as compared with 87,657 barrels for the year before. There were no exports to foreign countries, but the shipments to New York and to interior places by rail were 58,923 barrels last season and 66,457 barrels the year before.

The quantity of rice that was consumed at Charleston during 1891-92 was 24,000 barrels against 20,000 barrels for the year before, and there was no stock remaining on hand on September 1, 1892, the beginning of the new season of 1892-93.

In addition to the above information respecting the rice trade at this port, the following facts are given in order to show the amount of business done during the last 4 months of last year— that is, from September 1, 1892, to January 1, 1893. During this period the total receipts of rice were 31,478 barrels, against 24,391 barrels for the corresponding time a year ago. The total exports for this year were 18,948 barrels, and for last year 16,754 barrels, leaving a stock remaining on hand and on ship-board on January 1, 1893, of 8,430 barrels, against 4,862 barrels for January 1, 1892. Of the 18,948 barrels exported, the shipments to New York were 9,150 barrels, and to interior places by railway 9,798 barrels.

Supple-
mentary rice
figures.

The Charleston rice market closed December 31, 1892, ruling easy: the quotations for prime were $4\frac{1}{2}$ c. to $4\frac{3}{4}$ c. per lb.; for good, 4 c. to $4\frac{1}{2}$ c.; fair, $3\frac{5}{8}$ c. to $3\frac{7}{8}$ c.; and for common grades, 3 c. to $3\frac{1}{2}$ c., with small sales for the last week of the year, and a moderate demand prevailing.

Naval Stores and Lumber.

There was a considerable falling-off in the receipts of naval stores at this port during the last commercial year, owing in a great measure to the reduced territory now sending resin, turpentine, &c., to this market; a territory that is being steadily curtailed in consequence of the gradual exhaustion of the yellow pine forests in the section of country tributary to Charleston, and also to the low prices prevailing, making manufacturers unable to prepare the products of the pine for market with any profit to themselves. While prices for resin were tolerably well maintained, spirits of turpentine declined throughout the year, and on September 1, 1892, had reached the lowest price recorded for several years, namely, 26 c. per gallon, against $34\frac{1}{2}$ c., the price quoted on the same date for the year before.

Receipts,
export, and
stock of naval
stores.

The following comparative statement shows the receipts, exports, and stock of resin and spirits of turpentine at this port during the year ended August 31, 1892, and also for the same period of the year before:—

	1891-92.		1890-91.	
	Spirits.	Resin.	Spirits.	Resin.
	Casks.	Barrels.	Casks.	Barrels.
Stock on hand	3,282	9,011	3,710	19,774
Receipts	25,969	127,262	35,414	163,816
Total	29,251	136,273	39,124	183,590

The total exports for the year 1891-92 were 27,798 casks of spirits and 120,299 barrels of resin, against 35,845 casks of spirits and 174,579 barrels of resin for the previous year.

Of the exports last year, 11,382 casks of spirits and 97,821 barrels of resin were shipped to foreign countries, and 16,446 casks of spirits and 22,470 barrels of resin went coastwise or by rail to domestic ports.

Prices.

The prices quoted for the leading grades of resin on September 1, 1892, were as follows:—For "C" resin, 1 dol. per barrel; "G" resin, 1 dol. 10 c. per barrel; "H" resin, 1 dol. 15 c. per barrel; "I" resin, 1 dol. 35 c. per barrel; "K" resin, 1 dol. 50 c. per barrel; "M" resin, 1 dol. 70 c. per barrel; "N" resin, 2 dol. per barrel. The closing quotations for spirits of tur-

pentine in regular packages (casks) was 26 c. per gallon as compared with 34½ c. for the same day the year before.

A review of the Charleston naval stores market for the past 30 years show that this business underwent a steady increase from the season of 1865-66, when the total receipts in barrels and casks were 32,136, until the year 1882-83, when the receipts amounted to 366,471 packages in all, the highest figures recorded since the American Civil War. For the last 10 years, however, there has been an average rate of decrease in the receipts of about 20,000 casks and barrels per year. The decadence in the naval stores trade of this port having naturally resulted, as already stated, from the gradual working out of the Carolina pine forests.

Lumber.

There has been no very material change in the general condition of the lumber market during the past year, although the increased facilities now existing enable Charleston lumber dealers to handle and execute orders more promptly than in former years. Low prices last season had a discouraging effect on manufacturers, and the business done was mainly due to the easier and less expensive handling now possible. With new railways tapping the lumber territory, and direct transfer of shipments from railway trucks to vessels, the competition of rival ports was met, and better supply of lumber has been obtainable.

The manufacture and shipment of kiln-dried lumber has become an important addition to the trade of Charleston, and it is expected that this branch of trade will add considerably to the business of this market in the near future.

There were but few transactions last season in large hewn or ranging timber for foreign shipping purposes, and the railway cross-tie business was neither brisk nor satisfactory, in consequence of the general depression that prevailed throughout the greater part of the year.

The exports of lumber, timber, and railway cross-ties from the port of Charleston for the year ending August 31, 1893, amounted in round numbers to 56,000,000 feet, as compared with 53,000,000 feet for the year before. Of last year's exports, 45,500,000 feet were shipped to domestic ports of the United States, and 5,500,000 to foreign ports, principally to the West Indies and South America. Very little lumber or timber is now shipped from here to Europe.

Shipping and Navigation.

The total number of arrivals of vessels at this port last year, registering 100 tons or over, was 839, as compared with 967 for the previous year. Of last year's arrivals 709 were American vessels, and 130 foreign, 51 of the last-named being British, nearly all steamers of large carrying capacity. (For full particulars of (1544)

British shipping, see return of British shipping at Charleston for 1892, herewith attached.) The total net tonnage of this port last year was—

					Tons.
Total tonnage, American ..	..	..	..	..	752,667
„ British ..	..	..	..	..	61,247
Other foreign nations ..	..	..	..	..	46,078
Total ..	..	..	..	..	859,992

against 938,259 tons the year before.

Freights.

Steamer freight rates during the past year were poor, and as there was little demand for grain vessels, too many ships sought cotton cargoes to make paying rates for shipowners for whom the season was on the whole a hard one.

Coastwise freights were also very low during the year just closed. The depressed condition of business throughout the country, together with the greatly decreased demand for phosphates and fertilisers, reduced rates for freights so greatly that shipowners have not found the past year profitable.

This condition of affairs, however, was not confined to Charleston, as freights were everywhere inactive, and business generally in a state of depression.

The New Jetties Channel.

Progression.

During the past year the work on the new jetties channel entrance to Charleston harbour has progressed steadily, and it is expected, by the United States engineer in charge, that, within the next 3 years, a channel will be afforded of 21 feet straight away from Fort Sumter to the sea, and that eventually this depth will be increased to 25 feet, or more, on ordinary high tides. With a channel way of, say, 21 feet at mean low water, this port would afford accommodation for merchant vessels drawing 25 feet, when loaded. This would enable Charleston to compete with New York and other northern ports for the grain and mineral products of the south-west. At the present time the first deep water port to the southward of Cape Hatteras is Port Royal, South Carolina, with a depth of 26 feet on the bar, but the rival interests of Charleston and Savannah have, hitherto, prevented the development of the advantages Port Royal undoubtedly possesses for the export of grain and cotton.

The entrance to the present main ship channel approach to Charleston harbour is 3 miles southward of the entrance to the new jetties channel. The course steered in crossing the bar by the channel now used is, for the greater part of the distance,

north-west by west, while the course of crossing the new jetties channel bar will be south-east by east half east.

The advantages of the new channel entrance will be especially felt during the winter time, when most of the foreign shipping comes to this port. During the winter months the prevalent winds on this coast approach from the northward and eastward. A north-east flow would make a fair wind for a vessel coming up the proposed new channel; whereas, by the present channel, northerly to north-easterly winds range abeam to broad on to an incoming ship's bow.

In addition to this the new channel will afford vessels coming from Europe and the northward the further advantage of saving them a run of 3 miles down the coast and back, which they are obliged to make by the present route. Besides, the new channel run will be 2 miles or 3 miles shorter than the old one, thus saving, in all, about 8 miles. Even this small gain is something not to be despised when it is considered that the bulk of the shipping that comes to this port approaches the harbour entrance from the northward.

The following is a "return of British shipping" at the port of Charleston for the year 1892, which shows, in detail, the proportion of last season's shipping business by vessels flying the British flag:—

RETURN of British Shipping at the Port of Charleston, South Carolina, in the Year 1892.
Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.				Total Tonnage.		Total Number of Vessels.				Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
4	6	10	1,457	8,593	10,050	204	17,150	£	20	...	20

Miscellaneous.

After several years of almost uninterrupted prosperity Charleston's manufacturing establishments, together with most of the other branches of trade in this section, had to contend with the depressing influences of a large cotton crop sold at the lowest prices since the war. Manu-
factures.

The depression in agricultural interests was keenly felt in Charleston's principal industrial pursuit, the manufacture of commercial fertilisers. As compared with the previous year, prices declined about $10\frac{1}{2}$ per cent. on acid phosphate and 10 per cent. on ammoniated goods. At the same time the price of chemicals advanced from 40 per cent. to 50 per cent. The farmers were unable to buy as largely as in former years, and the companies curtailed their line of credit business, the result being that 16 of the Charleston manufacturing companies carried over in stock about 75,000 tons of fertilisers, whereas in preceding years warehouse floors were usually swept clean by the end of the season. The burning of the Berkeley Mills in November decreased, somewhat, the production, but the organisation and operation of the Bowker Mill (formerly the Pacific) added about 15,000 tons to the total.

The number of hands employed in the different fertiliser works during the past year was 1,675, against 1,703 the preceding year. The capital employed was 5,428,000 dol. (about 1,000,000*l.*), against 5,323,000 dol. the year before, and the value of the annual product, including stock carried over, 4,679,007 dol. last year, as compared with 5,280,000 dol. for the season of 1891.

In consequence of the rise in the price of brimstone many mills have changed their furnaces so as to make the sulphuric acid required from pyrites, saving, by this method, about 33 per cent. in the cost of the acid, and, it is believed, that with a revival in general business the phosphate mills will once more enjoy their former prosperity.

The Charleston Cotton Mill last year turned out more goods than ever before in its history, but the decline in the prices of cloth and yarns caused some reduction in the value of the annual product, which, for last year, amounted to 625,000 dol. (125,000*l.*).

The bagging factory figures for last year shows that the production had slightly decreased as compared with the previous season, but prices were higher, and the cost of raw materials higher also.

The barrel manufacturing business was prosperous. The Palmer Manufacturing Company added new machinery to their plant, and did a business fully as large as in 1891. A fine business was also done the past season by the Tidewater and Ventilated Barrel Company.

In the bag manufacturing industry a good year was also experienced. The product exceeded the output for the previous year, and, notwithstanding lower prices, the total value of the year's product was fully equal to that of the season of 1890-91.

Among the new manufacturing companies established at Charleston are the following: the Bowker Fertiliser Factory, the Mutual Oil Refinery, and the Charleston Lead Company. The Bowker Company is the successor of the old Pacific Guano Company, and turned out last year 15,000 tons of fertilisers.

The oil refinery also had a good start the past season, the company employs 25 hands, uses 40,000 dol. capital, and turns out an annual product valued at 140,000 dol. (28,000%).

The total number of manufactories now in operation at Charleston are 387, employing 6,714 hands, and having a capital altogether of 11,562,500 dol., equal in sterling to about 2,312,500%. The estimated value of the annual product is reported to be 15,838,000 dol., or about 3,167,600%.

Railways.

The railway situation, so far as the interests of this port are concerned, has not materially changed since last year's report was made. No permanent organisation has been, as yet, made in the affairs of the South Carolina Railway, Charleston's principal feeder; and no final settlement of the road is likely to be made for another year at least. This railway continues to be under the temporary control of Receiver D. H. Chamberlain, appointed by the United States Court, whose management of the property during the past very adverse business year has been able. It is impossible to state, at this time, what the eventual outcome will be, but when a permanent adjustment is effected of the roads' affairs there is no doubt but what strong and, it is believed, successful efforts will be made to make sure that this railway shall, hereafter, be conducted in a manner in harmony with and conducive to the commercial interests of the port of Charleston.

This matter is regarded here as of vital importance in view of the fact that, within 3 years, there is a prospect that the jetties will be completed, and with their completion it is hoped that deep water on Charleston bar will be an accomplished fact.

BRUNSWICK.

Cotton exports.

The exports of cotton to foreign countries from the port of Brunswick during the year 1892, as compared with that of 1891, show a decrease of about 10,000 bales. The exports of pitch-pine lumber and timber have somewhat increased. The exports of naval stores have greatly increased, and the exports of phosphate rock have increased from about 4,000 tons shipped in 1891 to about 22,000 tons shipped in 1892, or about 18,000 tons more than the year previous. This is entirely a new business here, and the port of Brunswick is deeply interested in its promotion and growth, and will do all in its power to attract it this way and make this a big shipping point in future.

Pitch-pine lumber and timber exports. Naval stores exports. Phosphate rock exports.

Prices of Georgia exports.

The prices of the principal Georgian exports to foreign countries have not increased during the twelvemonth in question,

but, on the contrary, have shown, in some instances, a falling-off, and whilst the rates of freight on steam and sailing vessels have not increased, it has been more steady than during the year 1891.

Rates of freight.

The oyster industry has during last year developed considerably. Two large factories have in the winter season worked to their full capacity canning oysters, and furnishing employment in the factories to about 100 men and 75 women, besides about 50 men engaged in gathering and planting this bivalve, which seems to thrive remarkably in these waters. The number of factories or the capacity of the present ones will undoubtedly be increased in the near future unless something unexpected occurs to prevent it. It is asserted that both factories pay handsome dividends to their stockholders.

Oyster industry.

Number of hands employed.

In August of 1892 the Congress of the United States of America granted a contract to deepen the channel across the outer, or St. Simon's, bar to a depth of 26 feet of water at mean high-water by the use of dynamite only, to one of Brunswick's enterprising and energetic lawyers, Mr. C. P. Goodyear, who proposed to undertake the task on results, payable as follows: 10,000 dol. (2,080*l.*) for 22 feet, 10,000 dol. for 23 feet, 10,000 dol. for 24 feet, 10,000 dol. for 25 feet, 10,000 dol. for 26 feet, and 50,000 dol. (10,400*l.*) for maintaining a depth of 26 feet for 2 years following. Under the terms of the contract Mr. Goodyear was to have a depth of 23 feet of water in the channel by January 1, 1893, and the United States' engineers are now taking soundings to ascertain the true depth through the channel, the result of which is not yet known.

Contract for deepening the channel across the bar.

The annexed tables show the commerce of Brunswick with other countries during the year 1892.

COMPARATIVE Statement of all the Shipping from the Port of Brunswick, Ga., in the Years 1890-92.

Year.	Tonnage.	Exports.
		Dollars.
1890..	360,974	10,878,699
1891..	326,963	9,137,335
1892..	392,570	14,430,986

UNITED STATES.

REPORT on the Rates of Freight having prevailed at the Port of Brunswick, Ga., for the Year 1892.

Countries.	Pitch Pine Lumber.		Pitch Pine Timber.	Turpentine.		Resin.	Cotton.	Phosphate Rock.
	Per Standard.	Per 1,000 feet.		Per Barrel of 40 Gallons.	Per Case of 10 Gallons.			
Great Britain ..	£ s. 4 5	Dol. c. ..	£ s. 4 5	s. d. 3 9	s. d. ..	s. d. 2 3	d. $\frac{1}{16}$	s. d. 17 6
North of France ..	4 5	..	4 5	..	..	..	$\frac{1}{16}$	17 6
Germany ..	..	..	..	8 9	..	2 3	$\frac{1}{16}$	17 6
Holland..	4 5	..	..	..	..	2 3	$\frac{1}{16}$	..
Russia ..	..	..	4 5	..	0 8	2 6	$\frac{1}{16}$	..
South of France ..	..	..	..	..	0 8	2 9	..	..
Italy ..	..	..	..	..	0 9	2 9	..	..
Austria ..	..	..	..	..	..	3 0	..	..
Spain ..	..	11 0	..	..	..	..	..	..
Brazil ..	..	14 50.	..	..	..	..	..	..
River Plate ..	..	14 0	..	..	..	..	..	..
W. I. Islands ..	..	7 0	..	..	..	..	..	..

RETURN of all Shipping to Foreign Ports at the Port of Brunswick, Ga., for the Year 1892.

Country.	Cotton.			Resin.		Turpentine.		Boards, Deals, and Planks.		Joists and Scantlings.	
	Quantity.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Bales.	Lbs.	Dollars.	Barrels.	Dollars.	Gallons.	Dollars.	M. feet.	Dollars.	M. feet.	Dollars.
Great Britain ..	81,874	39,356,154	3,056,798	68,404	160,321	800,627	221,956	1,723	21,154	48	622
Scotland ..	2,408	1,199,138	107,922	..	..	..	..	336	4,841	..	..
Ireland ..	..	..	..	..	..	..	..	539	6,541	..	..
Nova Scotia ..	..	..	..	..	..	..	..	702	8,763	501	6,437
British West Indies..	..	..	..	4	6	..	..	563	7,474	303	3,600
British Guiana ..	..	..	..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	30,022	42,465	..	..	..	66,584	432	5,610
Brazil ..	..	..	..	..	..	..	..	5,250	1,204	1	11
Colombia ..	..	..	..	..	..	..	..	80	15,205	577	8,661
France ..	..	..	..	..	..	..	..	1,195	..	..	..
Germany ..	13,474	6,615,575	537,954	75,455	101,312	268,713	77,922	..	..	..	..
Italy ..	..	..	..	19,155	22,230	40,000	14,000	1,118	15,627	8	105
Netherlands ..	..	..	..	69,040	10,629	835,465	250,958	236	3,169	134	1,337
Azores Islands ..	..	..	..	..	..	..	..	123	1,262	81	808
Cape Verde Islands ..	..	..	..	..	..	..	..	..	..	..	..
Russia..	..	..	..	11,221	16,190	..	..	2,816	35,102	692	9,426
Spain ..	..	..	..	149	271	..	..	253	3,916	256	..
Cuba ..	..	..	..	..	..	..	..	599	8,270	181	2,715
Puerto Rico ..	..	..	..	..	..	..	..	231	3,296	66	853
Canary Islands ..	..	..	..	34	43	514	151	..	..	..	..
Sweden and Norway..	..	..	..	..	..	..	..	136	1,362	250	3,141
Uruguay ..	..	..	..	..	..	..	..	..	..	..	..
Total..	97,756	47,170,867	3,702,639	273,484	423,467	1,945,319	564,987	15,900	203,770	3,530	46,872

WILMINGTON.

The following tables, compiled at the Vice-Consulate of Wilmington, show the direct foreign trade and commerce of Wilmington, North Carolina, during the year 1892, viz. :—

Table.	Exports of—			Quantity.	Value.	
					Dollars	c.
A	Cotton	Bales ..	125,182	5,082,689	0	
B	Resin	Barrels ..	258,248	358,952	33	
C	Spirits turpentine ..	" ..	19,664	284,876	55	
D	Tar	" ..	10,522	17,085	77	
E	Pitch	" ..	253	406	50	
F	Timber and lumber ..	Feet ..	13,108,872	181,224	47	
G	Shingles	Number ..	2,856,344	15,403	27	
H	Sundries	" ..	..	1,738	0	
	Total	..	..	5,942,375	89	

The following table shows the receipts at Wilmington for the year ending December 31, 1891, to be as follows :—

Articles.				Quantity.
Cotton	Bales ..	169,005		
Spirits turpentine	Casks ..	58,444		
Resin	Barrels ..	267,506		
Tar	" ..	71,836		
Crude turpentine	" ..	15,183		

The improvement of the Cape Fear River and bar, which was begun by the United States Government in the year 1870, has progressed steadily and most favourably up to the present time; the total expenditure by the Government being 2,276,000 dol. to date, resulting in the entire closure of New Inlet and the deepening of the river and bar fully 5 feet. Vessels can now cross Cape Fear Bar in safety on an ordinary tide drawing 19 feet to Southport, a small town at the mouth of the river, and can proceed thence to Wilmington, 25 miles further up the river, drawing 18 feet. On full tides there is now 21 feet on the bar 19 feet in the river all the way to Wilmington.

The British steamer "Holyrood" loaded in Wilmington in December last at the Champion Compress Docks to 18 feet 3 inches and proceeded to Southport, where she loaded with coal to a depth of 20 feet 3 inches, and proceeded to sea without difficulty.

The class of steamers employed in the cotton trade of Wil-

Wilmington during the last 10 years and up to 1892 ranged in registered net tonnage from 1,000 tons to 1,500 tons. During this season, however, a much larger class of steamers has been employed with safety, several over 2,000 tons net register having loaded full at Wilmington without difficulty. The largest cargo, and the most valuable that has ever been cleared from Wilmington, was taken out recently by the British steamer "Huntcliffe," being 10,000 bales of cotton valued at nearly 100,000%. It is confidently expected by the United States engineers that there will be a safe channel all the way from the bar of Wilmington of 20 feet at low water, within the next few years.

Major W. S. Stanton, of the Corps of Engineers, U.S. Army, in charge of this important work, has supplied the following official report. It will be noted that the reports of the engineers have reference to depth of water at mean low-water, and that there is a rise of the tide averaging $3\frac{1}{2}$ feet from Wilmington to sea:—

The Cape Fear River is under improvement by the United States from the ocean bar, 145 miles, to Fayetteville, the appropriations being made separately for the part above, and for the part at and below Wilmington.

From Point Peter, between the Cape Fear and its north-east branch, and at their confluence opposite Wilmington, the distance by river to the ocean bar (2 miles seaward from its mouth) is 30 miles, nearly south.

Its width is 1,200 feet at Point Peter, 640 feet where narrowest at Wilmington, increasing to 1,400 feet in its upper 4 miles to near the mouth of Brunswick River, which is a branch of the Cape Fear, $5\frac{1}{4}$ miles long, and leaving it $4\frac{1}{2}$ miles above Point Peter.

Below the mouth of Brunswick River, the ultimate junction of the Upper Cape Fear, the river is a broad and shallow estuary, its width in the next 9 miles varying from 1 to $1\frac{1}{4}$ miles, below which it is $1\frac{1}{8}$ to $2\frac{1}{4}$ miles.

Its right bank for the upper 12 miles is low and swampy and the land adaptable to the culture of rice, which is grown to some extent along the river. The rest of its right bank and its left bank are generally higher and sandy.

The range of tides is 4.5 feet on the bar and 2.5 feet at Wilmington, and although perceptibly is not materially increased at Wilmington by freshets.

Between the years 1823 and 1829 the State of North Carolina made an unsuccessful attempt to improve the river, principally by closing Brunswick River and Campbell's Island, 5 miles below, upon which at that time there was only $7\frac{1}{2}$ feet of water at low-water.

The United States commenced the work of improving the river between Wilmington and the bar in 1829, and began the improvement of the bar in 1853, at which dates their condition was as follows:—

In 1829 the navigation of the river was so obstructed as to

prevent the approach of all vessels drawing more than 10 feet water; that vessels of that description cannot approach the town, and are obliged to anchor 14 miles below it and discharge part of their cargoes into lighters.

In 1853 there was in the channel on the bar, by the survey of 1852, at low water $7\frac{1}{2}$ feet of water in the eastern channel and 7 feet in the western channel at the main outlet at the mouth of the river, and 8 feet at the New Inlet, about 7 miles above the mouth, cut through the narrow beach and the ocean by a violent storm in 1761.

The work of the fiscal year, ending June 30, 1892, is as follows:—Dredging to obtain a channel 20 feet deep at mean low water and 270 feet wide was in progress under contract with Mr. P. Sanford Ross, of December 24, 1890, from July 1, 1891, to June 2, 1892, during which time a channel 20 feet deep was finished to the full width of 270 feet through the shoal at Wilmington, and cut to the width of 148 feet through the shoal at Alligator Creek, and entirely through the shoal 7,700 feet in length at Brunswick River, 37 feet wide for a length of 3,464 feet and 74 feet wide for a length of 4,236 feet.

This project of increasing the depth of the channel from Wilmington to the bar 4 feet (from a depth of 16 feet to a depth of 20 feet) and to a depth of 270 feet involved dredging through 10 shoals, aggregating 17.2 miles in length, and its completion would involve dredging, subsequent to June, 1892, amounting at the present contract price of $13\frac{1}{4}$ c. per cubic yard, with allowance for contingent and engineering expenses, to 791,947 dol., and at the rate at which appropriations have hitherto been made would occupy at least 10 years, or until 1902, until which date vessels could not reach Wilmington drawing any more water than at present, and the commerce of the port derive no appreciable benefit from the money meantime applied.

If restricted to a depth of 18 feet at mean low water the dredging of a channel 270 feet wide could be completed through all the shoals between Wilmington and the bar at an estimated cost of about 440,000 dol., while with 240,000 dol. a channel 18 feet deep and 150 feet wide could be cut through them within two years after the money became available, permitting vessels of 2 feet greater draft than at present to reach Wilmington, and permitting the commerce of the port within a comparatively short time to realise the benefit of the money appropriated.

Several steamers of 1,800 to 2,500 tons net register, with a capacity of 9,000 to 12,000 bales of cotton on a draft of 18 feet of water, are now building for the Wilmington trade. A channel with a normal depth of 18 feet at mean low water, with the excess usually dredged to insure that minimum, together with the tidal range of $2\frac{1}{2}$ and $4\frac{1}{2}$ feet respectively at Wilmington and on the bar, will give vessels of the above class almost unrestricted ingress and egress, and is believed to be what the immediate interests of the port of Wilmington require.

On May 25, 1892, it was, therefore, recommended by the district engineer that the dredging should be restricted to the depth of 18 feet, and that the United States suction dredge "Woodbury" should be employed, as at present, toward securing 18 feet at mean low water on the bar, working in Snows Marsh Channel when the sea prevents work upon the bar.

The recommendation was concurred in by the division engineer, who thought it "judicious to restrict the depth of dredging to 18 feet at low water from the bar to Wilmington with such funds as are now available, or are likely to be in the next two years," and who recommend that the dredge "Woodbury" be worked on the bar when she can, to obtain as great depth as she can, not to exceed 18 feet at low water; elsewhere, when not on the bar, where her operations may be most advantageous; and that a channel 18 feet deep and as wide as the funds will allow be dredged from the bar to Wilmington, in order that the navigation be improved to that extent as soon as possible, it being left to the experience of the next few years to decide whether it be necessary or expedient to work for a greater depth.

The recommendation was approved by the chief of engineers, June 9, 1892.

A survey made in May, 1892, at New Snows Marsh Channel revealed shoaling to the extent of about 94,000 cubic yards, the depth on the crest of the shoal at the south-easterly side being about 7.1 feet, in the middle about 13 feet, and along the north-westerly side 13.7 feet, but with a somewhat tortuous channel across the shoal not less than 14 feet deep at mean low water. An agreement with the contractor, supplemental to the contract, was entered into on May 16 and approved by the Secretary of War on May 20, 1892, providing for the transfer of one of the contractor's dredges to this shoal at 15 dol. 79 c. per hour, being the average earnings of the dredge for the preceding three months under the contract upon the shoals in the river above. The dredging commenced May 20, and to June 30, 39,443 cubic yards had been removed from the shoal, and re-dredging was still in progress, one cut 14 feet wide having been made through it to the depth of 18 feet, and another cut of the same width well advanced.

This new cut at Snows Marsh Channel had previously shoaled, and from February 23 to March 14, 1891, 8,808 cubic yards were redredged from it, making a channel 111 feet wide.

The United States suction dredge "Woodbury" has been engaged throughout the year in dredging in Baldhead Channel on the bar, and when the sea was too rough to work there upon the shoal in New Snows Marsh Channel, and has removed from the two channels during the fiscal year 150,645 cubic yards.

At the date of this report there is a depth at mean low water on the bar in the Baldhead Channel of not less than 17 feet, and of not less than 16 feet thence to Wilmington for a width of 270 feet, excepting upon the shoal in New Snows

Marsh Channel, at which the minimum depth is 16 feet and the minimum width 40 feet, and excepting at Lilliput Shoal, 11 miles below Wilmington, where for a distance of 300 feet the minimum depth is 15 feet.

The minimum mid-channel depth is, therefore, on the bar 17 feet, and between the bar and Wilmington 15 feet.

Annex A.—EXPORTS of Cotton for the Year ended December 31, 1892.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Quantity.	Value.
German	Barque ..	C. L. Weyer..	Ghent	Bales.	Lbs.	Dollars.
German	" ..	Stella..	" ..	1,533	734,546	53,255
British	Steamship ..	Bertie ..	" ..	1,855	893,997	64,815
German	Barque ..	Farewell ..	Bremen	4,700	2,257,813	158,050
British	Steamship ..	Pencalenick ..	" ..	2,000	978,143	66,100
British	" ..	Torgorn ..	Liverpool	5,715	2,796,318	188,750
German	Brig ..	Dr. Witte ..	Ghent	5,338	2,639,020	178,135
British	Steamship ..	Sneaton Tower	Bremen	1,077	513,932	33,400
British	" ..	Southwold ..	Liverpool	4,000	1,961,487	142,200
British	" ..	Leander ..	" ..	5,150	2,622,920	196,720
British	" ..	Maltby ..	" ..	9,600	4,773,768	381,900
British	" ..	Sturworth ..	" ..	9,000	4,364,159	349,130
British	" ..	Urania ..	Bremen	7,150	3,450,217	276,000
British	" ..	Calliope ..	Liverpool	7,781	3,745,559	319,021
British	" ..	Headlands ..	Bremen	9,000	4,307,983	371,500
British	" ..	Ormesby ..	Liverpool	9,710	4,623,900	427,700
British	" ..	Dean ..	Bremen	9,180	4,400,027	407,000
British	" ..	Cape Colonna	Hango	4,400	2,123,001	196,370
British	" ..	Pictou ..	Liverpool	8,921	4,211,846	383,600
British	" ..	Holywood ..	Bremen	7,562	3,591,742	350,195
British	" ..	Sandhill ..	" ..	5,450	2,575,275	247,870
British	" ..	" ..	Liverpool	6,060	2,818,092	290,978
Total	..	..	..	125,182	60,383,745	5,082,689

Annex B.—EXPORTS of Resin for the Year ended December 31, 1892.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Quantity.	Value.
German ..	Barque ..	Ceres ..	Newcastle ..	Barrels.	Lbs.	Dol.
Russian ..	Schooner ..	Zeriba ..	Liverpool ..	3,550	1,214,575	5,400 0
Norwegian ..	Barque ..	Bellona ..	Newcastle ..	838	296,015	1,721 86
German ..	Brig ..	Diana ..	Rosstock, Germany ..	4,635	1,567,085	6,954 0
Norwegian ..	Barque ..	Emma Parker ..	Bristol ..	2,769	917,310	4,300 0
Norwegian ..	" ..	Girgen Lorentzen ..	London ..	3,961	1,389,885	6,701 23
Norwegian ..	" ..	" ..	" ..	3,743	1,191,705	5,586 0
German ..	Brig ..	Bayard ..	Hamburg ..	1,000	334,710	1,554 0
German ..	Brig ..	Clara ..	Liverpool ..	4,500	1,517,745	7,115 46
Norwegian ..	" ..	Burgermeister Kerstein ..	Stettin ..	3,140	1,090,755	5,259 0
German ..	" ..	Hooding ..	Bristol ..	3,463	1,114,120	5,211 90
Norwegian ..	" ..	Hestia ..	Antwerp ..	3,771	1,298,380	6,086 15
German ..	" ..	Valkyrien ..	London ..	4,532	1,621,775	6,950 50
British ..	" ..	Celurca ..	Hamburg ..	5,458	1,640,175	7,500 0
Danish ..	" ..	Jorgensen ..	London ..	3,560	1,049,780	5,500 0
Swedish ..	" ..	Carm ..	Belfast ..	5,309	1,674,080	7,391 38
German ..	" ..	Lucy and Paul ..	Harburg ..	3,827	1,201,435	6,007 15
German ..	" ..	Albert Newman Berlin ..	Bristol ..	3,444	1,059,980	4,245 44
German ..	" ..	Demetra ..	Harburg ..	4,410	1,490,775	6,988 0
Norwegian ..	" ..	Candeur ..	Glasgow ..	4,042	1,290,940	6,051 27
Norwegian ..	" ..	Princess ..	Newcastle ..	3,877	1,267,400	7,000 0
German ..	" ..	Patria ..	Garston ..	4,100	1,275,315	7,200 0
German ..	" ..	Sirene ..	Liverpool ..	3,307	1,049,170	4,918 92
Russian ..	" ..	Pollux ..	Fleetwood ..	1,500	481,860	2,400 0
Norwegian ..	" ..	Jury ..	Garston ..	1,739	564,160	2,519 80
Norwegian ..	" ..	Artemis ..	Hamburg ..	2,780	965,245	4,524 12
German ..	" ..	Friedrich Wilhelm Jebens ..	Antwerp ..	4,867	1,698,290	7,600 0
				3,958	1,204,495	5,646 9

EXPORTS OF RESIN FOR THE YEAR ENDED DECEMBER 31, 1892—continued.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Quantity.	Value.
				Barrels.	Lbs.	Dol. c.
Norwegian ..	Barque ..	Skjoldmoer ..	Fleetwood ..	3,705	1,232,200	5,500 88
Norwegian ..	" ..	Dagmal ..	London ..	4,091	1,291,840	5,800 0
Norwegian ..	" ..	Trygve ..	Harburg ..	4,205	1,340,715	6,285 35
British ..	Schooner ..	Gamma ..	Halifax ..	125	46,125	335 0
British ..	" ..	" ..	St. Johns ..	500	177,090	1,340 0
Norwegian ..	Barque ..	Constance ..	Granton ..	6,044	2,005,695	9,302 15
German ..	Brig ..	Atlantic ..	London ..	2,897	915,750	4,088 16
Norwegian ..	Barque ..	Prosit ..	" ..	3,850	1,247,770	5,848 90
Norwegian ..	" ..	Bayard ..	Bristol ..	5,118	1,591,505	7,161 74
Norwegian ..	" ..	Louise ..	Copenhagen ..	4,300	1,420,500	6,087 85
American ..	Schooner ..	Wm. F. Green ..	Port-au-Prince ..	12	3,420	1,527 0
German ..	Barque ..	Toni ..	London ..	4,400	1,401,980	6,008 50
Norwegian ..	" ..	Swalen ..	" ..	3,006	946,115	4,175 40
Norwegian ..	" ..	Ole Bull ..	Antwerp ..	5,150	1,585,445	6,160 0
Swedish ..	" ..	Alfhild ..	Stattn ..	3,613	1,117,940	4,192 23
Danish ..	" ..	Jorgensen ..	Garston ..	4,666	1,486,330	6,867 93
Norwegian ..	" ..	Adela ..	Riga ..	4,184	1,372,210	5,145 76
Norwegian ..	" ..	Skjoldmoer ..	London ..	3,810	1,205,980	4,572 0
Norwegian ..	" ..	Erna ..	Hamburg ..	4,850	1,450,680	5,300 0
Norwegian ..	" ..	Alfred Gibbs ..	London ..	3,113	1,033,805	3,876 76
Norwegian ..	" ..	Skjold ..	" ..	2,100	656,780	2,462 92
Norwegian ..	" ..	Elpida ..	" ..	4,806	1,504,895	5,010 0
Norwegian ..	Brig ..	Caroline ..	Bristol ..	1,050	317,530	1,070 75
Norwegian ..	Barque ..	Aurelia ..	" ..	2,700	867,120	2,926 53
Swedish ..	" ..	Bayard ..	Antwerp ..	5,365	1,836,350	6,541 61
British ..	" ..	Gler ..	Hull ..	577	208,910	838 0
Norwegian ..	" ..	Statsminister Stang ..	Bristol ..	2,050	703,870	2,388 12

CHARLESTON.

33

EXPORTS of Resin for the Year ended December 31, 1892—continued.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Quantity.	Value.
Norwegian ..	Barque ..	Freidig ..	Bristol ..	Barrels.	Lbs.	Dol. c.
Norwegian ..	" ..	Argo ..	Gaston ..	3,570 ..	1,144,540 ..	4,077 40
German ..	" ..	Oscar Wendt ..	London ..	5,269 ..	1,718,485 ..	7,865 5
German ..	" ..	Catalina ..	London ..	4,811 ..	1,508,580 ..	5,906 0
Norwegian ..	" ..	Johan Hansen ..	Bowling ..	4,584 ..	1,431,385 ..	4,887 0
British ..	" ..	Augusta ..	London ..	5,236 ..	1,702,850 ..	6,082 0
Norwegian ..	" ..	Hieronymus ..	Gaston ..	4,281 ..	1,458,530 ..	6,772 0
Norwegian ..	" ..	Austra ..	Hull ..	3,857 ..	1,177,795 ..	4,627 0
Russian ..	" ..	Agur ..	" ..	826 ..	250,110 ..	983 0
Norwegian ..	" ..	Victoria ..	" ..	3,844 ..	1,291,700 ..	4,843 87
Norwegian ..	" ..	Try ..	London ..	3,429 ..	1,095,345 ..	4,303 15
Norwegian ..	" ..	Espeland ..	Antwerp ..	4,463 ..	1,430,635 ..	5,557 40
Norwegian ..	" ..	Walle ..	Saltport ..	3,730 ..	1,210,870 ..	4,973 20
Norwegian ..	" ..	Stella ..	London ..	4,872 ..	1,693,475 ..	6,048 12
German ..	" ..	Artemis ..	Bristol ..	3,860 ..	1,190,955 ..	4,253 41
Norwegian ..	" ..	Belle Flower ..	Stettin ..	5,060 ..	1,675,950 ..	6,254 81
British ..	" ..	Krageroe ..	Gaston ..	2,648 ..	861,315 ..	4,367 39
Norwegian ..	" ..	Clara ..	London ..	3,476 ..	1,314,835 ..	6,386 50
German ..	" ..	..	Swansea ..	3,485 ..	1,090,920 ..	4,090 95
Total ..	..	..	..	258,248 ..	83,674,285 ..	358,952 33

(1544)

C 2

Annex C.—Exports of Spirits Turpentine for the Year ended December 31, 1892.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Quantity.	Value.
American ..	Schooner	Nettie Shipman	Hayti.	Casks. 4	Gallons. 208	Dol. c. 57 75
German ..	Brig ..	Clara ..	Fleetwood	2,090	104,533	31,360 0
Norwegian ..	Barque ..	Jirgen Lorentzen	London	250	12,340½	3,887 0
Norwegian ..	" ..	Bayard	Hamburg	600	29,823	9,394 24
Swedish ..	" ..	Carin ..	Belfast	275	13,731	5,492 40
Russian ..	" ..	Pollux	Fleetwood	1,650	81,789·2	29,444 22
British ..	Schooner	Gamma	Haltax	75	3,800	1,254 0
Norwegian ..	" ..	"	St. Johns	75	3,650·2	1,204 67
British ..	Barque ..	Bayard	Bristol	500	24,905·2	7,596 0
American ..	Schooner	Wm. F. Green	Port-au-Prince	3	145	43 50
German ..	Barque ..	Toni ..	London	50	2,471	815 40
Norwegian ..	" ..	Svalen	" ..	1,500	75,761	20,375 72
Danish ..	" ..	Jorgensen	Garston	417	21,230	6,273 90
Norwegian ..	" ..	Skjold	London	1,278	62,874·2	16,288 0
Norwegian ..	" ..	Elpida	"	500	25,331·2	6,525 0
American ..	Schooner	Wm. F. Green	Port-au-Prince	3	151	40 2
Norwegian ..	Brig ..	Caroline	Bristol	1,017	50,739	13,585 34
Swedish ..	Barque ..	Aurelia	"	969	48,167	12,041 75
British ..	" ..	Gler ..	Hull ..	2,200	110,226	30,864 0
Norwegian ..	" ..	Statminister Stang.	Bristol	1,110	55,371	15,280 0
Norwegian ..	" ..	Freidig	"	1,716	85,619·2	23,375 0
Norwegian ..	" ..	Argo ..	Garston	300	14,906	4,068 75
Norwegian ..	" ..	Johan Hansen	London	145	7,280·2	2,140 0
Russian ..	" ..	Austra	Hull ..	1,650	81,922	24,576 50
Norwegian ..	" ..	Krageroe	London	400	19,898	5,969 50
German ..	" ..	Stella ..	Bristol	500	24,841	7,203 89
British ..	" ..	Belle Flower	Garston	397	19,717	5,720 0
Total	..	..	..	19,664	983,027	284,876 55

Annex D.—Exports of Tar for the Year ended December 31, 1892.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Value.
American ..	Schooner	Nettie Shipman	Hayti..	Barrels. 15	Dol. 64 17
Russian ..	"	Zeriba ..	Liverpool ..	2,515	4,500 0
American ..	"	Oriando ..	Port-au-Prince ..	12	19 20
German ..	Barque	Sirene ..	Liverpool ..	3,200	5,120 0
British ..	Schooner	Gamma ..	Halifax ..	850	1,445 0
British ..	"	"	St. Johns ..	300	510 0
German ..	Barque	Titan ..	Liverpool ..	3,474	5,080 0
American ..	Schooner	Wm. F. Green ..	Port-au-Prince ..	12	19 20
American ..	"	"	"	12	20 40
American ..	"	Jessie W. Starr ..	Antigua ..	5	8 0
American ..	"	Max ..	Port-au-Prince ..	12	19 80
British ..	"	Julia Elizabeth ..	Nassau ..	6	8 0
American ..	"	John H. Cannon ..	Mayaguez ..	55	137 0
American ..	"	Ann L. Lockwood ..	Ponce ..	54	135 0
Total ..	"	"	"	10,522	17,085 77

CHARLESTON.

Annex E.—Exports of Pitch for the Year ended December 31, 1892.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Value.
American ..	Schooner	Nettie Shipman	Hayti	Barrels.	Dol. c.
British ..	"	Edwin Janet	Nassau	15	27 50
British ..	"	Gamma	Halifax	2	3 20
British ..	"	"	Halifax	100	150 0
American ..	"	"	St. Johns	100	150 0
American ..	"	Wm. F. Green	Port-au-Prince	6	9 0
American ..	"	Jessie W. Starr	Antigua	5	9 0
British ..	"	Julia Elizabeth	Nassau	5	7 80
American ..	"	John W. Cannon	Mayaguez	10	25 0
American ..	"	Ann L. Lockwood	Ponce	10	25 0
Total ..	"	"	"	253	406 50

Annex F.—Exports of Timber and Lumber for the Year ended December 31, 1892.

CHARLESTON.

37

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Value.
American ..	Schooner	Nettie Shipman	Hayti ..	Feet.	Dol.
American ..	"	Thos. N. Stone	Kingston (Jamaica)	104,311	1,520 70
American ..	"	Ella M. Waits	Barbadoes	251,471	3,862 59
American ..	"	J. G. Morse, jr.	Petit Goave (Hayti)	326,411	4,896 0
American ..	"	Roger Moore	Mayaguez (P.R.)	51,775	722 37
American ..	"	Jas. E. Kelsey	Macoris (San Domingo)	256,464	3,431 0
American ..	Brig	Mary C. Mariner	Kingston (Jamaica)	82,704	1,150 90
American ..	Schooner	Maggie Todd	St. Johns (P.R.)	496,730	3,252 0
American ..	"	Seth M. Todd	Aguadilla (P.R.)	148,477	1,953 0
American ..	"	Carrie Easter	Barbadoes	198,513	2,472 0
British ..	"	Orlando	Port-au-Prince..	75,170	1,252 0
British ..	"	Julia Elizabeth	Nassau ..	98,000	2,504 92
American ..	"	Milford	San Domingo City (San Domingo)	600	8 0
American ..	"	Maggie Todd	Port-au-Prince (Hayti)	220,347	3,824 58
American ..	"	Alice J. Crabtree	Santiago (Cuba)	134,970	1,759 33
American ..	"	G. H. Holden	Port-au-Prince (Hayti)	310,515	3,992 72
American ..	"	James E. Kelsey	Macoris (San Domingo)	185,830	2,296 0
British ..	"	Mabel Darling	Nassau (N.P.)	67,769	677 0
American ..	"	Wm. F. Green	Port-au-Prince (Hayti)	24,000	447 0
American ..	"	Seth M. Todd	Port-au-Prince (Hayti)	175,213	2,285 30
American ..	"	Louisa A. Grout	St. Pierre (Martinique)	216,883	3,017 0
American ..	Brig	Moss Glen	Cape Hayti (Hayti)	119,502	1,537 7
American ..	Schooner	Lula Everett	Petit Goave	55,000	725 0
American ..	"	Maggie Todd	Cape Haytien (Hayti)	181,283	2,515 54
American ..	"	M. A. Achorn	St. George (Grenada)	189,300	1,951 0
British ..	"	Edwin Janet	Santiago de Cuba (Cuba)	15,205	3,878 85
German ..	Barque	Fortuna	Nassau (N.P.)	38,430	545 31
			Walgaish (Germany)	351,843	5,465 0

UNITED STATES.

EXPORTS of Timber and Lumber for the Year ended December 31, 1892—continued.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Value.
American ..	Schooner	Orlando ..	Port-au-Prince (Hayti)	Feet.	Dol. c.
American ..	"	E. H. Harriman ..	Jacmel (Hayti)	193,710	2,519 16
British ..	Brig	Daisy E. Parkhurst ..	Demerara ..	169,067	2,169 1
American ..	Schooner	Julia A. Merritt ..	Port-au-Prince (Hayti)	357,273	4,710 0
American ..	"	Seth M. Todd ..	St. Pierre (Martinique)	85,575	1,112 85
American ..	"	Maggie Todd ..	Barbadoes ..	181,351	2,627 0
American ..	Brig	Emma ..	Port of Spain (Trinidad)	36,988	560 0
American ..	Schooner	Addie E. Snow ..	Cape Haytien (Hayti)	347,170	4,954 0
American ..	Brig	Edith ..	Port-au-Prince (Hayti)	130,372	1,642 72
American ..	Schooner	Wm. F. Green ..	"	194,923	2,594 44
American ..	"	De Mary Gray ..	St. Thomas ..	196,740	2,708 89
American ..	"	Norman ..	Mayaguez (P.R.) ..	286,195	4,645 0
American ..	"	Nettie Langdon ..	Guantanamo (Cuba) ..	265,591	3,302 0
American ..	"	Orlando ..	Port-au-Prince (Hayti)	251,740	3,209 55
American ..	"	Margaret A. Gregory ..	Cape Haytien (Hayti)	187,524	2,414 96
American ..	"	Gertie M. Rickerson ..	Jacmel (Hayti)	182,690	2,432 23
British ..	Brig	Roger Moore ..	Ponce (P.R.) ..	110,971	1,575 12
American ..	Schooner	Kathleen ..	Port-au-Prince (Hayti)	261,581	3,923 71
British ..	"	Martin E. Ebel ..	St. Thomas ..	152,742	1,963 46
American ..	"	Julien ..	Gonaïves (Hayti)	364,333	4,435 0
American ..	Brig	Wm. F. Green ..	Port-au-Prince (Hayti)	69,968	883 82
British ..	"	Julia A. Merritt ..	St. Kitts ..	165,958	2,179 88
American ..	Schooner	Sullivan ..	Guadeloupe ..	84,948	1,044 63
American ..	"	Norman ..	Port-au-Prince (Hayti)	241,000	3,615 0
American ..	"	Julia Fowler ..	Jacmel (Hayti)	275,000	4,125 0
American ..	"	George Bird ..	Santiago (Cuba)	239,279	3,434 56
American ..	"	Mary Sanford ..	"	183,827	2,436 1
American ..	"	"	"	325,745	4,205 59

Exports of Timber and Lumber for the Year ended December 31, 1892—continued.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Value.
American ..	Schooner	Ella M. Watts ..	St. Pierre (Martinique)	Feet.	Dol.
American ..	"	Seth M. Todd ..	Hunaco (P.R.) ..	300,787	4,511 0
American ..	"	Margaret A. Gregory ..	Cape Hayti (Hayti) ..	179,627	2,179 0
American ..	"	Orlando ..	Port-au-Prince (Hayti)	191,227	2,374 65
American ..	"	Annie E. Rickerson..	"	185,855	2,419 1
American ..	Brig ..	Fairfield ..	"	146,892	1,800 96
American ..	Schooner	Jessie W. Starr ..	"	80,199	972 63
American ..	"	Roger Moore ..	Antigua..	266,036	3,990 0
British ..	"	Mincola ..	Ponce (P.R.) ..	270,651	3,560 0
American ..	"	Max ..	St. Johns (P.R.) ..	165,012	2,236 28
American ..	"	Willis S. Shepard ..	Port-au-Prince (Hayti)	135,706	1,776 26
American ..	"	Edna ..	Barbadoes ..	170,000	2,210 0
British ..	"	Onora ..	Samana (S.D.)..	290,181	3,707 50
American ..	"	Leila Smith ..	Kingston (Jamaica)	123,587	1,827 82
British ..	Brig ..	Julia A. Merritt ..	Macoris (S.D.)..	230,320	3,454 80
British ..	Schooner	John H. Cannon ..	Aux Cayes (Hayti)	69,808	1,038 4
American ..	"	Ann L. Lockwood ..	Nassau (N.P.) ..	12,123	210 20
American ..	"	..	Mayaguez (P.R.) ..	194,597	2,496 0
Total ..	..	..	Ponce (P.R.) ..	237,387	3,135 0
			..	13,108,872	181,224 47

CHARLESTON.

UNITED STATES.

Annex G.—Exports of Shingles for the Year ended December 31, 1892.

Nationality.	Description of Vessel.	Names of Vessels.	Destination.	Quantity.	Value.
American	Schooner	Nettie Shipman	Hayti	40,000	Dol. c.
American	"	Thos. N. Stone	Kingston (Jamaica)	155,000	260 0
British	"	Carrie Easier	Barbadoes	775 0	775 0
British	"	Julia Elizabeth	Nassau (N.P.)	228,650	1,420 0
American	"	Alice J. Crabtree	Santiago (Cuba)	231,000	1,236 0
British	"	Mabel Darling	Nassau (N.P.)	50,000	282 50
American	"	Maggie Todd	St. George (Grenada)	192,000	1,152 0
American	"	M. A. Achorn	Santiago de Cuba (Cuba)	50,000	268 0
British	"	Edwin Janet	Nassau (N.P.)	39,300	222 4
British	Brig	Julia A. Merritt	Port-au-Prince (Hayti)	85,200	483 15
American	Schooner	Seth M. Todd	St. Pierre (Martinique)	16,000	104 0
American	"	Maggie Todd	Barbadoes	53,750	120 0
American	"	Orlando	Port-au-Prince (Hayti)	440,050	2,110 0
American	"	Margaret A. Gregory	Cape Hayti (Hayti)	10,000	65 0
British	Brig	Julia A. Merritt	Port-au-Prince (Hayti)	50,000	300 0
American	"	Sullivan	St. Kitts	10,000	65 0
American	Schooner	George Bird	Jacmel (Hayti)	79,000	287 0
American	"	Mary Sanford	Santiago (Cuba)	50,000	300 0
American	"	Annie E. Rickerson	Port-au-Prince (Hayti)	51,900	311 40
American	"	Max	"	25,000	100 0
American	"	Willis T. Shepard	Barbadoes	10,000	112 0
American	"	Roberts and Russel	Nassau (N.P.)	625,000	3,125 0
British	"	Onora	Kingston (Jamaica)	109,494	1,000 18
British	Brig	Julia A. Merritt	Aux Cayes (Hayti)	50,000	300 0
British	Schooner	Julia Elizabeth	Nassau (N.P.)	60,000	420 0
				145,000	585 0
Total				2,856,344	15,403 27

Annex H.—SUNDRY Exports for the Year ended December 31, 1892.

CHARLESTON.

41

Nationality.	Description of Vessel.	Names of Vessels.	Destination.		Quantity.	Value.
American ..	Schooner	Thos. N. Stone..	Kingston (Jamaica)	Laths	10,000	Dol. c.
British ..	"	Julia Elizabeth	Nassau ..	2 barrels oil	"	15 0
British ..	"	"	"	10 sacks peas	"	25 0
Norwegian ..	Barque ..	Jirgen Lorentzen	London..	200 barrels gum thus	51,992	15 0
British ..	Schooner	Gamma..	Cardenas ..	500 hogheads, puncheons, &c.	"	650 0
American ..	"	M. A. Achorn ..	Santiago de Cuba	100 doors ..	"	539 0
American ..	"	"	"	5 bundles blinds ..	"	114 0
British ..	"	Edwin Janet ..	Nassau ..	500 laths ..	"	22 50
Norwegian ..	Barque ..	Walle ..	London..	150 G. thus	"	7 50
						350 0
Total					..	1,738 0

Annex I.—EXPORTS, Domestic and Foreign, from Wilmington,
N.C., for Year ended December 31, 1892.

Articles.					Quantity.
Cotton	..	..	..	Bales	151,520
Spirits, turpentine..	..	..	..	Casks	58,034
Resin	..	..	..	Barrels	273,291
Tar ..	..	..	..	"	69,091
Crude turpentine ..	..	..	..	"	16,216
Pitch	..	..	..	"	5,202
Spirits, turpentine..	..	..	..	Cases ..	21
Tar ..	..	..	..	"	2,629
Timber and lumber	..	..	..	Feet ..	25,874,331
Peanuts	..	..	..	Bushels	102,291
Shingles	..	..	..	"	10,274,329
Cotton goods	..	..	..	Bales ..	1,818
Yarns	..	..	..	" "	218
Paper stock..	..	..	..	" "	662

Annex K.—RECEIPTS for Year ending December 31, 1892.

Articles.					Quantity.
Cotton	..	..	..	Bales ..	169,005
Spirits, turpentine..	..	..	..	Casks ..	58,444
Resin	..	..	..	Barrels	267,506
Tar ..	..	..	..	" "	71,836
Crude turpentine ..	..	..	..	" "	15,183

LONDON :

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1544)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o 1205.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF NEW
ORLEANS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 986.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.U., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1893.

[C. 6855-92.]

Price Twopence Halfpenny.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1089. Chiengmai	1d.	1147. Buenos Ayres	6d.
1090. Copenhagen.. ..	$\frac{1}{2}$ d.	1148. Bogotá	1d.
1091. New Caledonia	$\frac{1}{2}$ d.	1149. The Hague	2d.
1092. Bushire	2d.	1150. Mexico	$2\frac{1}{2}$ d.
1093. Tamsui	1d.	1151. Florence	2d.
1094. Dunkirk	1d.	1152. Calais	1d.
1095. Port Said	1d.	1153. Lorenzo Marques	$1\frac{1}{2}$ d.
1096. Guatemala	$\frac{1}{2}$ d.	1154. Patras	1d.
1097. Chungking	9d.	1155. Taganrog	1d.
1098. Nagasaki	1d.	1156. Stockholm	1d.
1099. Constantinople	2d.	1157. Washington.. ..	2d.
1100. Buenos Ayres	$\frac{1}{2}$ d.	1158. Paris	$1\frac{1}{2}$ d.
1101. Shanghai	2d.	1159. Bengazi	1d.
1102. Jeddah	$\frac{1}{2}$ d.	1160. Santos	$2\frac{1}{2}$ d.
1103. Chicago	3d.	1161. Buenos Ayres	$1\frac{1}{2}$ d.
1104. Erzeroum	$\frac{1}{2}$ d.	1162. Nantes	1d.
1105. Loanda	3d.	1163. Beira	5d.
1106. Macao	$\frac{1}{2}$ d.	1164. Galveston	$1\frac{1}{2}$ d.
1107. Canton	1d.	1165. Berlin	1d.
1108. Paramaribo	$1\frac{1}{2}$ d.	1166. Bordeaux	$2\frac{1}{2}$ d.
1109. Tunis	$1\frac{1}{2}$ d.	1167. Calais	$2\frac{1}{2}$ d.
1110. Sofia.. ..	3d.	1168. The Hague.. ..	2d.
1111. Brunei	$1\frac{1}{2}$ d.	1169. Athens	12d.
1112. Athens	$2\frac{1}{2}$ d.	1170. Galatz	$1\frac{1}{2}$ d.
1113. Alexandria	2d.	1171. Guayaquil	1d.
1114. Vienna	1d.	1172. Riga	2d.
1115. Stettin	$2\frac{1}{2}$ d.	1173. Trebizond	1d.
1116. Berne	1d.	1174. Havre	$2\frac{1}{2}$ d.
1117. Palermo	$2\frac{1}{2}$ d.	1175. Saigon	$\frac{1}{2}$ d.
1118. Tokio	$1\frac{1}{2}$ d.	1176. Baltimore	$1\frac{1}{2}$ d.
1119. St. Petersburg	3d.	1177. Brest	1d.
1120. Teneriffe	1d.	1178. Buenos Ayres	$\frac{1}{2}$ d.
1121. Damascus	1d.	1179. Adrianople	$\frac{1}{2}$ d.
1122. Naples	2d.	1180. Algiers	$2\frac{1}{2}$ d.
1123. Hakodate	1d.	1181. Boston	1d.
1124. Montevideo.. ..	$2\frac{1}{2}$ d.	1182. Marseilles	$1\frac{1}{2}$ d.
1125. Stockholm	$1\frac{1}{2}$ d.	1183. Warsaw	1d.
1126. Dantzic	2d.	1184. Piræus	$1\frac{1}{2}$ d.
1127. The Hague	$1\frac{1}{2}$ d.	1185. Callao	1d.
1128. Odessa	1d.	1186. Jerusalem	$\frac{1}{2}$ d.
1129. Berne	$1\frac{1}{2}$ d.	1187. Chefoo	$1\frac{1}{2}$ d.
1130. Malaga	3d.	1188. Munich	2d.
1131. Rome	$2\frac{1}{2}$ d.	1189. Resht	1d.
1132. St. Jago de Cuba	$4\frac{1}{2}$ d.	1190. Batavia	$1\frac{1}{2}$ d.
1133. Munich	$1\frac{1}{2}$ d.	1191. Batoum	$1\frac{1}{2}$ d.
1134. Meshed	1d.	1192. Tainan	1d.
1135. Guayaquil	$\frac{1}{2}$ d.	1193. Amoy	1d.
1136. Rio de Janeiro	$4\frac{1}{2}$ d.	1194. Zanzibar	4d.
1137. Tonga	1d.	1195. Corunna	2d.
1138. Copenhagen.. ..	1d.	1196. Algiers	$15\frac{1}{2}$ d.
1139. Tangier	$1\frac{1}{2}$ d.	1197. Pakhoi	1d.
1140. Buenos Ayres	$2\frac{1}{2}$ d.	1198. Nice.. ..	$1\frac{1}{2}$ d.
1141. Para.. ..	1d.	1199. Kiungchow	$1\frac{1}{2}$ d.
1142. Baghdad and Bussorah	$1\frac{1}{2}$ d.	1200. Aleppo	1d.
1143. Christiania	$5\frac{1}{2}$ d.	1201. Stettin	$4\frac{1}{2}$ d.
1144. Old Calabar.. ..	2d.	1202. Swatow	1d.
1145. Trieste	$1\frac{1}{2}$ d.	1203. Charleston	$2\frac{1}{2}$ d.
1146. Quito	1d.	1204. Syra.. ..	1d.

No. 1205.

Reference to previous Report, Annual Series No. 986.

UNITED STATES.

NEW ORLEANS.

Consul St. John to the Earl of Rosebery.

My Lord, *New Orleans, March 29, 1893.*

I HAVE the honour to transmit herewith my Annual Trade Report for 1892, as well as those from Mr. Howe, H.M. Vice-Consul at Pensacola, and Mr. Taylor, British Vice-Consul at Mobile.

I have, &c.
(Signed) C. L. ST. JOHN.

*Report on the Trade and Commerce of the Consular District of
New Orleans for the Year 1892.*

ABSTRACT of Contents

	PAGE
New Orleans—	
Principal crops	3
Cotton	3
Sugar	5
Rice	6
Grain	7
Shipping	8
Wharves	9
Levees and crevasses	9
Bridge over Mississippi	10
Nicaragua Canal	10
Finances	11
Real estate	11
Timber	11
Oak staves	11
Population of New Orleans	12
(1523)	A 2

ABSTRACT of Contents—continued.

	PAGE
Pensacola—	
Business of Pensacola in pitch-pine wood	12
Probable time that pitch-pine forests will last	12
British vessels taking cargoes of pitch-pine	12
Imports from abroad limited	13
Manufactory at Pensacola, supported in Ireland	13
British steam tonnage at Pensacola, increased	13
British sailing vessels falling off in arrivals	13
Hints to builders of steamers in Pensacola trade	14
Pensacola, as regards cotton shipments	14
New exporting business from Pensacola	15
Coal shipments	15
British steamers chartered to carry coal	15
People of Pensacola prosperous	16
No strikes in labour market at Pensacola	16
Banking houses—English capital	16
Pensacola, free of epidemic last year	16
Return of articles of export	16
Return of articles of import	17
Return of countries to which shipments were made, and values	18
Return of shipping entered and cleared at Pensacola, during the year	18
Return of shipments of pitch-pine to ports in the United Kingdom	20
Return of shipments of pitch-pine to ports on the Continent and elsewhere	21
Agriculture—	
Pitch-pine wood	22
Information to dealers in the United Kingdom	22
Growth and probable continued supply	22
Ten species of merchantable pine	23
Department of agriculture of United States on supply	24
Strength of pitch-pine	25
General uses	25
Tobacco	26
Railroad officials interested in growth of tobacco	26
Oranges	29
Mobile—	
Cotton, receipts and prices	30
„ exports	30
Lumber and timber	30
Hard woods	31
Vegetables	31
Harbour improvements	32
Shipping up and down channel	32
Annex A.—Return of all shipping entered and cleared at the port of Mobile during the year 1892	33
Annex B.—Return of principal articles of import	34
„ C.—Value of exports and imports to and from foreign countries	34
Return of principal articles of export	35
Alabama—	
Agriculture	35
Wheat	36
Cotton	36
Truck farming	36
Fruits, &c.	36
Tobacco	36
Grasses	37
Stock	38
Sheep	38
Hogs	39
Climate	39

The principal crops heretofore handled in the New Orleans market, or exported through its port, have been cotton, sugar, and rice. Now grain has to be added to the list. During the past year great changes have taken place in the production, prices, and handling of these great crops, so much so that each merit an extended note in this report.

The cotton crop of the United States for the year ending Cotton. August 31, 1892 (according to the statistics of the New Orleans Cotton Exchange), amounts to 9,035,379 bales (498.44 lbs. to the bale), exceeding the crop of 1890-91 by 382,782 bales, and that of 1889-90 by 1,724,057 bales. Of this great crop, of over 9,000,000 bales, the largest ever produced, there were exported through New Orleans 2,162,859 bales against 1,955,540 bales during 1890. Of the bales exported in 1892, 986,551 bales were shipped to Great Britain, 513,417 bales to France, and 662,891 bales to the Continental ports.

Two years ago when the price of Indian corn was the lowest ever known, as the result of the production of more than 2,000,000,000 bushels, and the price of wheat had become lower than the assumed cost of producing it, the value of cotton was well sustained in the markets of the world, and made the planters and cotton men in general believe, to a great extent, that cotton was an exceptional crop not to be affected by over-production.

Large crops of cotton were planted, under favourable conditions the yield was great. The enormous production as well as other influences caused the price of middling to drop in March, 1892, to $6\frac{1}{4}$ c. ($3\frac{1}{2}$ d.) per lb., which was the lowest price since 1848 when it fell to 5 c. ($2\frac{1}{2}$ d.) per lb. The result of these low prices has caused planters to decrease their planting acreage and to abandon from necessity the credit system. This change cannot fail in the future to be of benefit to the country, although less cotton may be produced.

The following table shows the acreage of cotton grown in this Consular District for the year 1891-92 :—

States.						Acreage.
Arkansas	..	..	..	..	..	1,325,335
Mississippi	..	..	..	..	..	2,374,170
Louisiana	..	..	..	..	..	927,238
Alabama	..	..	..	..	..	2,271,634
Florida	..	..	..	..	..	187,798
Total	..	..	..	..	..	7,086,175

Whereas during the year 1890-91, in the same district, the acreage amounted to 8,504,625 acres; showing a decrease during the last season of 1,418,450 acres.

New Orleans, it is stated, has handled, during the season 1891-92, over 2,500,000 bales net, and more than 2,700,000 bales (1523)

gross, exceeding her largest net receipts before or since the war by nearly 350,000 bales.

Cotton consumption in the States.

The total number of bales consumed in the Southern States during 1891-92 amounted to 686,080 bales against 604,661 bales for the season of 1890-91. This shows an increase over last year of about $13\frac{1}{2}$ per cent., and over the season before of 25 per cent., that is to say, one-fourth greater than it was 2 years ago.

There are at present 305 mills in operation against 287 in 1891.

SOUTHERN Cotton Mills in 1891-92.

States.	Total.	In Operation.	Idle.	New, not Completed.
Alabama	29	21	6	2
Arkansas	4	2	2	..
Georgia	64	57	5	2
Kentucky	6	6	..	..
Louisiana	4	4	..	..
Mississippi	11	7	4	..
Missouri	2	1	1	..
North Carolina ..	127	118	3	6
South Carolina ..	56	49	1	6
Tennessee	32	24	7	1
Texas	7	4	3	..
Virginia	14	12	1	1
Total	356	305	33	18

SPINDLES in Operation.

States.	Number.
Alabama	115,158
Arkansas	6,000
Georgia	474,271
Kentucky	51,800
Louisiana	50,700
Mississippi	53,024
Missouri	10,500
North Carolina ..	475,194
South Carolina ..	477,386
Tennessee	112,347
Texas	35,720
Virginia	99,472
Total	1,961,572

The Southern cotton consumption for the above-named States amounted in 1891 to 604,661 bales against 686,080 bales in 1892, showing an increase last year of 81,419 bales.

Owing to the overgrowing of cotton in the Southern States, by which the planters sustained heavy losses, the question is again mooted as to the absolute necessity of reducing the acreage. At the solicitation of numerous farmers and merchants a convention is being called to take such action as may seem best for that purpose. Though nothing can be done by the convention that would be binding on the planter, yet their attention can be drawn to the folly of pursuing the old methods of planting mostly cotton, to the exclusion of cereals and other crops, so necessary for support to home and family. Only sufficient cotton, it is proposed, should be planted to furnish the actual luxuries of life.

The crop of sugar of Louisiana, which is entirely made from Sugar cane, is the most important to the prosperity of the residents of New Orleans. The sugar plantations extend to a distance of 150 miles from the city, and the supply for these estates of implements and machinery all come from New Orleans, as also skilled workmen to repair the machinery and to convert the crop into sugar. Therefore a good sugar harvest favourably affects the prosperity of the town.

Since April 1, 1891, sugar has been admitted free of duty and the sugar bounty law, in operation.

Each year planters are improving their machinery, using more fertilizers, and endeavouring to increase the yield. They maintain that under the bounty law there is more profit in making refined sugars than that of a low grade by the old open-kettle process.

The sugar crop of Louisiana of 1890-91 was 220,000 tons (of 2,240 lbs.), of which 123,430 tons were marketed through New Orleans. The crop of 1891-92 was estimated at 200,000 tons. The tendency, since the operation of the bounty law, is towards the central factory system, and each year advances are made in that direction.

THE following are Receipts and Sales at this Port of Sugar and Molasses.

				Quantity.	
				1891-92.	1890-91.
Receipts—					
Sugar..	..	..	Hogsheads ..	65,978	110,185
" ..	..	..	Barrels ..	782,932	948,320
Molasses ..	..	..	" ..	274,222	422,461
Sales—					
Sugar..	..	..	Hogsheads ..	65,926	110,161
" ..	..	..	Barrels ..	782,932	948,760
Molasses ..	..	..	" ..	273,455	423,247

Genuine molasses, says the "Times Democrat," of September 1, 1892, to which I am indebted for much information, continue to
(1523)

gradually lessen as years roll on; at least as an article of consumption. Most of it passes into the hands of re-boilers, who manipulate it under various names. The deterioration in quality is attributed to the greater use of centrifugal machinery. These machines separate the sugar from the cane juice more effectually than formerly, but reduces the quality.

The refineries at this port consist of the American Sugar Refining Company's houses, and one owned by Mr. W. Henderson.

The capacity of the former is about 2,000,000 lbs. daily, and the capacity of the latter about 100,000 lbs.

During the crop season they work on Louisiana sugar only, but later on are obliged to import, principally from Cuba.

Nice.

The development of the rice culture in Louisiana shows an almost phenomenal advance. Ten years ago the Atlantic coast was the leading rice producing section of the United States; but Louisiana has so increased her rice planting area that of late years she has produced more than all the Atlantic States put together. The lands of the prairies of Louisiana, heretofore used for grazing, seem well adapted to the raising of rice, of which more is actually raised west of the Mississippi River than east of it. The crop of 1890-91 was 1,000,000 sacks (162 lbs. each); the crop of 1891-92 was estimated at 2,000,000 sacks.

Nearly 275,000 acres were planted with rice in Louisiana during the year 1892, and it was supposed that they would yield a crop of nearly 9,000,000 bushels. This doubles any crop raised since the war, and is nearly three times as much as raised before it.

The large quantity of rice planted last year in this State (Louisiana) is, in a great measure, due to the determination of the farmers not to plant exclusively, as heretofore, cotton or cane.

This port handled the entire Louisiana rice crop, amounting to twice as much as that of all the other States combined.

The first receipts of new rice in 1892 were on August 13, in 1891 on August 31, and in 1890 on July 30.

RICE Season's Movement.

		Rough.	Clean.
		Sacks.	Barrels.
Receipts since August 1, 1891	..	947,634	5,604
Same time year before	..	826,761	4,115
Sales since August 1, 1891	..	937,006	257,536

This statement does not include country mills, which are estimated to have consumed at least 75,000 sacks of rough rice, hence this added to the seed rice, say 75,000 sacks, and the receipts here, would make the late rice crop, at least, 1,100,000 sacks rough rice.

The following were the average local prices during the year :
good, $4\frac{3}{8}$ c. to $4\frac{5}{8}$ c. ; head, $4\frac{1}{2}$ c. to $4\frac{3}{4}$ c.

The increase in the receipts and exports of grain has been ^{Grain.} exceedingly great, and far more so than predicted in the last report. It is estimated that 25,000,000 bushels were exported from this place in 1892. Wheat is received here from all parts of the country by rail and by barge on the Mississippi River. The fear of a hot and moist climate affecting wheat shipped in bulk no longer existing has assured New Orleans a valuable trade for the future. Texas conveys by rail to this port mainly what is called "Mediterranean" wheat, so called from its origin. Red wheat comes from Missouri. From Kansas large quantities of fine wheat are received by barges and transferred by floating elevators to the holds of the vessels.

There are three large elevators, that of Southport having a capacity of 150,000 bushels, the "New Orleans" elevator of 200,000 bushels capacity, the Westwego elevator of 300,000 bushels capacity. A fourth and a much larger elevator is to be erected by the Illinois Central Railroad Company.

Notwithstanding all this increased elevator capacity more is needed, as grain has often to remain some weeks in the trucks for want of storage room. As the railway lines to this port are more perfected the receipts of grain for export will greatly increase, especially as ships of largest draught pass in and out of the Mississippi without detention.

But better and larger accommodation for the stowage of wheat is now being seriously felt at New Orleans, when last year 24,000,000 bushels were handled, and a considerable quantity refused for want of available facilities. There is no doubt that business men are now fully alive to the wants of this port, and that before long improvements will be made in this direction.

The following are the exports of flour from this port to different countries during the last three years:—

Year.						Quantity.
						Barrels.
1892..	..	..	..	..	..	213,016
1891..	..	..	..	..	..	29,544
1890..	..	..	..	..	..	47,805

There can be no doubt of the rapid growth of the grain traffic at New Orleans. It appears that during February of the present year (1893) nearly 2,000,000 bushels were exported from this port, showing an increase of over 400,000 bushels over the same month last year, and this at a time when wheat exports from the country, as a whole, fell off nearly 750,000 bushels.

New Orleans, it is said, shipped more wheat abroad during last February than New York, where the export was 1,941,871 bushels, though New York shipped more flour. Taking the

exports for the eight months of the Government's fiscal year from July 1, 1892, there have been aggregate shipments from New Orleans of over 10,000,000 bushels, against nearly 12,000,000 bushels in the corresponding period of last year, being a decrease of only about 2,000,000 bushels, whereas from the whole country the decrease was 34,000,000 bushels. While the wheat shipments in February (as has been above stated) amounted to nearly 2,000,000 bushels in the whole of the calendar year 1890 there were only 1,301,710 bushels; in 1889 but 982,215 bushels, and in 1888, 1,027,332 bushels.

Shipping.

Owing to the increased amount of grain to be exported ocean freights during 1891-92 ruled higher. Eads' jetties at the mouth of the Mississippi have stood all violent storms, and a good depth of water has been maintained in the channel enabling at all seasons the largest draught ships to cross the bar without detention.

The records of this Consulate show that from January 1 to December 31, 1892, the total number of British vessels entered was 483 (of which 464 were steam and 19 were sail), having a tonnage of 713,134, and crews numbering 14,817. The clearances for the same period were 494 vessels (of which 473 were steam and 21 sail), with a tonnage of 731,258, and crews numbering 14,050.

Annex A contains a return of British and foreign shipping at this port during 1892.

RETURN of the Principal Exports carried in British Ships during the Year 1892.

Articles.				Quantity.	
Cotton	..	..	..	Bales ..	1,28,332
" seed..	..	..	..	Sacks..	21,759
" " oil ..	..	..	..	Barrels ..	24,385
" " cakes ..	..	..	..	Sacks..	357,390
" " meal ..	..	..	..	" ..	910,654
" " soap stock ..	..	..	..	Barrels ..	11,814
Corn (in bulk) ..	..	..	..	Bushels ..	6,872,641
" " " ..	..	..	..	Sacks..	10,536
Wheat (in bulk) ..	..	..	..	Bushels ..	11,786,046
" " " ..	..	..	..	Sacks..	72,625
Rye..	..	..	..	" ..	371,888
Flour ..	..	..	..	" ..	167,367
Staves ..	..	..	..	Pieces ..	1,199,715
Timber ..	..	..	..	Logs ..	3,658
" ..	..	..	..	Pieces ..	50,681
" ..	..	..	..	Feet ..	10,000
Lumber ..	..	..	..	Logs ..	11,215
" ..	..	..	..	Pieces ..	56,325
" ..	..	..	..	Feet ..	364,000
Lead ..	..	..	..	Pigs and bars	52,264
Copper and silver ore ..	..	..	..	Sacks..	25,195
Tallow ..	..	..	..	Tierces ..	6,045
Rice polish and rice bran..	..	..	..	Sacks..	26,319
Molasses ..	..	..	..	Barrels ..	39,733
Tanning root ..	..	..	..	Sacks..	14,876
Phosphates..	..	..	..	Tons ..	11,137

Annex A.—RETURN of all Shipping at the Port of New Orleans during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	19	5,330	464	707,804	483	713,134
American	30	9,601	218	136,203	248	145,804
Spanish	17	10,939	64	118,319	81	129,358
Italian	29	15,915	21	14,631	50	30,546
German	14	25,087	33	79,518	47	104,605
French	1	475	13	33,877	14	34,352
Swedish	5	3,412	21	17,346	26	20,758
Norwegian	5	3,412	130	56,321	135	59,733
Total	...	...	...	...	1,084	1,238,290
„ for the year preceding ...	...	...	...	...	959	1,065,681

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	21	6,513	473	724,745	494	731,258
American	15	6,421	190	118,192	205	124,613
Spanish	17	10,939	66	119,419	83	120,358
Italian	35	19,261	20	13,989	55	33,250
German	12	21,648	31	74,119	44	95,767
French	1	475	13	33,877	14	34,352
Swedish	...	...	21	17,346	21	17,346
Norwegian	8	6,178	130	56,755	138	62,933
Total	...	...	...	...	1,054	1,219,877
„ for the year preceding ...	...	...	...	...	894	1,016,177

During the past year the wharves and landings of New Orleans have been leased for a period of 10 years. The lessees are now building new wharves higher and better than the old ones, the approaches being improved so as to give all conveniences to shipping. Wharves

In the spring of 1892 many levees could not stand the extraordinary rise of the Mississippi, and several disastrous overflows, called locally “crevasses,” took place. The most destructive was that of Belmont, about 60 miles above the city, which ruined many fine sugar estates. Levees and crevasses.

The national Government has made very liberal appropriations for levees, and the State several levee taxing districts. With the means derived from these two sources the engineers are endeavouring to control the Mississippi River current by constructing higher and stronger levees. Ten years ago levees cost 60 c. (2s. 6d.) per cubic yard to build, but to-day contracts are let as low as 15 c. (7½d.) per cubic yard. Even at this low price contractors, with the aid of horse scrappers and other modern inventions, make money. As yet no steam levee building machine has been invented.

It is fortunate, therefore, that the low prices exist and have enabled the engineers to do a great deal of work. Some of the crevasses have been stopped a few hours after the break, but the big break, even with the expenditure of 20,000 dol. (4,000*l.*), have not. In such cases engineers merely secure the ends from washing away by tarpaulins and cribwork, and wait till the flood subsides.

Bridge over
the
Mississippi.

Congress at its recent session passed the Act authorising the bridging of the Mississippi River at any point above the limits of the City of New Orleans within five miles. At first it was suggested by some to place the bridge below or opposite the town; but it was found that such a structure in the stream would be not only inconvenient but dangerous to shipping. Above the city the river is about one-half mile wide and 100 feet deep at high water in the deepest part, and its current is about 6 feet per second—four miles per hour. The river carries a volume of about 1,250,000 cubic feet per second. The bed of the river is, to a great depth, composed of alternate strata of sand and clay, being the silt which the river itself has brought down in past ages to fill up what was formerly a great estuary of the Gulf of Mexico. The land on each side is very low, probably 10 feet below the flood level of the river. The country on each side is protected by embankments called levees. The banks are continually washing away or making as the direction of the current changes, so that the exact situation for a bridge where the banks are stationary is difficult to find. According to the Act of Congress there can be but two piers placed in the river, and the main channel span must be at least 1,000 feet in the clear at low water level, and the entire bridge at least 85 feet above extreme high water mark. The foundations will probably need to go at least 150 feet below low water in order to find a stratum of material sufficiently compact for supporting the immense weight of the piers, &c. The superstructure will not be less than 100 feet in height, and the probable entire height from the foundation to the top will be 350 feet. The grade descending from the bridge on either side to the level of the present railway tracks will probably be $1\frac{1}{2}$ per cent., or about 80 feet to the mile. The steel structure will extend on either side until a height of about 40 feet above the land is reached. This will give a continuous steel structure of about 11,000 feet long. The length of the bridge at Cairo, Illinois, over the Ohio comes next. The longest river span in any railroad bridge in the United States is the 790-foot channel span at Memphis, Tennessee, over the Mississippi; but this New Orleans bridge is to have secondary spans of 800 feet, while the central span will be nearly 1,100 feet. This great bridge will cost about 3,000,000 dol. (600,000*l.*), and three years will be required for its construction. It is designed for a railway bridge only, and is being built by capital furnished by several railways that are to use it to form connections east and west.

Nicaragua
Canal.

The proximity of New Orleans to Nicaragua has created here a great interest in that canal project. In January, 1892, a conven-

tion of delegates from all parts of the United States was held here, and resolutions highly commending the project were adopted and Congress was asked to give substantial aid.

There is no doubt that the opening of the canal on the Tehuantepec Railway route will greatly benefit this port and extend its commerce with the Pacific slope. It is claimed that such a canal would open a route for raw cotton to be delivered to mills in China and Japan, where cotton cloths formed the raiment of the majority of their inhabitants.

The financial prosperity of New Orleans and the state of **Finance.** Louisiana has improved in a remarkable manner. Money has been plentiful and the rates of money on call have been as low as 3 per cent. in banks and on the street.

The city of New Orleans was authorised by the Legislature to issue a new 4 Per Cent. Loan to fund all outstanding bonds that were presented. This 4 Per Cent. Loan was taken at par and at the present date is selling at nearly 102. This, it is claimed, shows a confidence of capitalists in the city's ability and integrity to pay its debts, and at the same time it indicates that money is plentiful and investors are obliged to take a city of New Orleans bond that pays less than 4 per cent. interest.

The last State Legislature decided to issue a new State 4 Per cent. bond in exchange of the old State 7 per cent. bond, which had the reduction of interest, 4 per cent., stamped on its face, making the bond an unsightly evidence of indebtedness. The issue of this new clean bond has been accomplished and has served to strengthen the credit of the State of Louisiana in this market.

All bonds, stocks, and shares have felt the impulse of the prosperity that has dawned on this city and have advanced in value. The city railway charters in many instances have been extended with a view of adopting electricity as a motive power, and syndicates of northern capitalists have purchased these roads.

Real estate has advanced in value, especially in the suburbs, **Real estate.** where new lines of tramway have been built or converted into electric roads. Capitalists, who formerly would not touch real estate as an investment, are now buying, as they find it more remunerative than 4 per cent. bonds.

Taxation is not high and it is probable that it will be reduced in the future. The sound financial basis of New Orleans is guarantee to the real estate investor.

The value of timber lands has greatly increased during the past **Timber.** year. Englishmen as well as northern men are buying them in the south.

The yellow pine is considered most valuable for building purposes, having great strength and durability. Cypress is one of the most valuable woods known, and every year is increasing in demand for fine woodwork, and stands exposure. Red gum, sweet gum, and other varieties are coming into the market as valuable for furniture manufacturing.

The receipt of oak staves at this port for the season ending **Oak staves.**

August 31, 1892, was about 4,000,000 pieces, valued at about 500,000 dol. (100,000*l.*).

EXPORT of Staves.

Country.	Quantity.
	Pieces.
To United Kingdom	863,325
France	226,568
Spain	1,642,318
Portugal	663,630
Germany and Holland	222,877
Belgium	19,870
Italy	100,000

Population. According to the census of 1880 the total population for that year was 250,000, whereas at present it is estimated at 265,000.

PENSACOLA.

Mr. Vice-Consul Howe reports as follows :—

Trade in 1892. This report on the trade of Pensacola for the year 1892 will show that the business of the port in its chief export, pitch pine-wood, was not below its average activity in comparison with years past, and I again remark that most of the shipments of pitch-pine go to ports in the United Kingdom.

Mostly with United Kingdom.

Pitch-pine forests.

I have embodied in my agricultural report for this year, some particulars respecting the present supply and probable duration of time that the pitch-pine forests about here will hold out. I have no doubt that this information will be of interest to those in the United Kingdom dealing in this great article of trade.

Satisfactory trade.

In considering the vast quantities of pitch-pine wood shipped yearly from Pensacola to the United Kingdom, it appears that this trade continues to be satisfactory, in the average, to all concerned in it. Some of the timber merchants in the United Kingdom dealing in pitch-pine wood from Pensacola are also shipowners, and it may be observed that they, or some of them, very often work in their own vessels in this trade when it appears more profitable to do so for the respective ledger accounts.

British shipowners in timber trade send their vessels to be loaded here.

To Pensacola in ballast to load timber.

There are some sailing vessels of certain lines in the United Kingdom which have taken cargoes of pitch-pine wood from Pensacola for many years past on account of the owners, timber dealers, principally in Scotland and Wales. In some of these cases the vessels were loaded at home for ports in South America, principally proceeding from the latter ports to Pensacola in ballast to load timber cargoes. Lately, some of these vessels have been

sent out direct to Pensacola in ballast to load pitch-pine. This new plan has been adopted, no doubt, in some cases in order to avoid the risk to which owners and others have been lately subjected in the summer trade at South American ports in respect of yellow fever epidemic there; and, again, the additional loss of time to the vessels here by quarantine restrictions when arriving from those parts. And, really, I suppose that a calculation, figured for probable best results in these voyages, taking into consideration the serious drawbacks above referred to, would nearly always, when there is business offering at Pensacola in the summer months, leave it more desirable for the direct run out and back home as the best business to be more surely reckoned upon.

The imports direct from foreign ports to Pensacola, as frequently remarked in these yearly reports, are quite limited. These imports are confined to salt from Liverpool, some fertilisers from the United Kingdom and Germany, superphosphates to be used in making up manures, and, lastly, a cargo of iron ore from Huelva, Spain, which article went forward to towns in Alabama, where foundries have been established for smithing purposes. A British steamer left Dublin, Ireland, at about the end of the year loaded with fertilisers for Pensacola, to be used in a fertiliser factory here (the "Goulding Fertiliser Company"), a concern established at Pensacola by parties in Dublin at a large cost, and having its headquarters in Dublin. I have, in my former reports, referred to this large concern.

Cargoes of West Indian fruits come here frequently from the West Indian Islands in small British vessels. The bulk of everything, however, principally in the chief articles for everyday use, are brought to Pensacola from the large cities of the northern and western States, and amount to several millions of dollars per year, to supply this town and the smaller places which draw their supplies of everyday necessities of life from Pensacola.

The shipping table annexed to this report will show that British vessels arriving at Pensacola during the year were, in number and tonnage, beyond such arrivals of the year preceding. In tonnage they were equal to one-third of that of other foreign vessels entering the port. The number of British steamers was beyond the largest number of such arrivals in any year before at Pensacola, and in tonnage these vessels went beyond the average of such steamers in former years. They averaged nearly 1,600 tons net each and they took cargoes averaging about $1\frac{3}{4}$ tons in dead weight to their tonnage; therefore, these British steamers alone took away from Pensacola a very large proportion of the entire shipments which went in foreign bottoms, and British tonnage altogether carried from Pensacola about one-third of the cargoes of pitch-pine wood exported during the year to foreign ports.

It will be seen that, as regards sailing vessels under the British flag coming to Pensacola now, the comparison with such arrivals to what they were 10 years or 12 years ago is very different. I have frequently before, in the last few years in these reports, when

Avoids risk at
ports in South
America.
Lessens
detention at
quarantine.

Imports from
foreign ports
not large.

Fertilisers
from Dublin.

Fruit from
British West
Indies.
Chief articles
come from
large cities in
Western
States.

British
shipping at
Pensacola
good in 1892.

Average in
tons of
British
steamers.

British sailing
vessels fall off.

Sold to foreign people.	writing on shipping at Pensacola, explained that a very large number of British vessels which used to ply here formerly have passed into the hands of foreign shipowners, particularly those of Norway and Sweden, and that many of these vessels come here now under the flags of these countries.
Steam will hereafter do most of carrying trade.	During the past year the number and tonnage of British sailing vessels were beyond the number and tonnage of this class of vessels for the past several years arriving at Pensacola.
Timber supply.	I will remark again, as I have before stated in these reports, that I believe, sooner or later, the entire or nearly all of the export trade of Pensacola will be done by steamers, and, of course, in such case British steamers would be, I think, largely in the majority.
Tonnage required for many years to move it.	If my report on the prospective timber supply of these parts can be taken as correct, and I have mainly followed an official report on this subject from a publication on the question by the Department of Agriculture in the United States (see my agricultural report for 1892), it will be observed that tonnage will be required for this timber trade for many years to come, and, in view of this apparent fact, I advise British shipowners to adopt, so far as they can, when building steamers which may be made applicable for this trade, such construction as will suit these timber cargoes. I need not attempt to advise as to how such construction should be, for the owners of steamers who have experienced inconvenience and loss to their vessels at Pensacola in the taking down of compartments in loading their vessels with timber, will know as to what an improved construction of the vessels for this trade should be.
Construction of steamers.	For many years past it has been endeavoured to make Pensacola a cotton shipping port; but after a shipment or two yearly the business ceases. At the end of the year a British steamer was loaded at Pensacola with cotton for Liverpool. Her net tonnage was 1,359 tons, and she took 7,619 bales of cotton, averaging 500 lbs. to the bale. I am informed that the quantity of cotton taken to the tonnage of this vessel was exceptional. The cotton, however, had been compressed at Montgomery, Alabama—the great centre for purchase and compress of cotton for European shipments—by an improved press. The stevedoring was also most excellent in loading the vessel, when it is considered that the Pensacola stevedores have so few opportunities to load such cargoes.
Pensacola a cotton port.	I hear that a fresh impetus is in view in this cotton exporting business from Pensacola. I hope it will be properly inaugurated, and continued hereafter without interruption. I am sure that this business can be well established if all of the interests concerned would combine to make this trade, from this port, a success.
Lat. shipment on British steamer.	In connection with the Louisville and Nashville Railroad an eminent shipping firm at Pensacola (they are also established at New Orleans and other cities) have put on a steamer to ply between Pensacola and the Cuban ports. At present the runs are made semi-monthly, but I am informed that more tonnage will be
Well compressed.	
New start in cotton exports from Pensacola.	
Trade between Pensacola and Cuba.	

put on, and the business this way increased as fast as it is developed.

This new trade will no doubt add greatly to the business of Pensacola. The arrangements made to carry on this business have much in their favour and stability by the countenance and encouragement given in every way toward the development of the trade by this great railroad company at its back.

As I understand it, the merchants in Cuba have orders continually in the hands of their agents at Louisville, St. Louis, and such western markets for the supplies required—flour, corn, oats, hay, bran, butter, hams, cheese, corn-meal, peas, lard, liquors, &c. The time is calculated for the arrival of the steamer at Pensacola, and the goods are in transfer to meet her, and thus the business goes on. The money arrangements for payment of these cargoes are, I am informed, by letter of credit on New York, in some instances, and in other ways by drafts on Cuba. Through bills of lading are signed at the western shipping points immediately as the goods are received by the railroad. I am informed that very soon, in addition to the freight business, a well arranged plan will be put in effect also by the projectors above alluded to, for the carriage of passengers who may be desirous of visiting the Cuban ports. Particularly will this be a very accommodating arrangement for the visitors who come to Pensacola in large numbers during the winter to escape the severe cold of the northern and western parts of the country. No doubt many of them, with their families, will avail themselves of the opportunity to visit that very interesting, and, in winter particularly, most genial island. The bill of fare, and all attention otherwise for the comfort of passengers, will be, I am told, of the very best getting up.

Referring to the table of exports, in respect to shipments of coal from Pensacola, I must remark that two British steamers were chartered during the year for the carriage of coal hence to ports in Mexico, and other places, perhaps, in Central America. One of these steamers, the "Scotsman," was taken for nine of these trips, and she started on her first trip in December. The other steamer, the "Austerlitz," was taken at first for one voyage, but the charter was altered to three voyages, with the privilege, to the shipper of coal, of three more voyages. The rates of freight to these vessels have, no doubt, suited the owners, and perhaps this trade may be increased to the benefit of British steamer tonnage, as only this class of vessel will answer in this coal export trade. The coal for these shipments, as I have stated in some of my former reports, is brought here by railroad from the coal mines in Alabama, and the vessels are loaded in coal elevators right at the coal company's wharf. The facilities for the business are admirably arranged, and I think this export trade in coal through Pensacola is going to increase to very large dimensions. While on this subject I may add that a British steamer en route from New Orleans to a Florida port to load phosphate called at the close of the year at Pensacola to coal; no doubt this may also, to some extent, become a coaling port of call.

General Remarks.

General
remarks.

All people
here
contented.

No strikes.

Banking
business and
British
capital.

Pensacola
healthy.

In referring to the welfare generally of the inhabitants of this most pleasant town, I must again remark that the even tenour of their way from year to year never seems to vary. Each class appear to be well contented and prosperous in their calling. The merchants, those in the timber shipping business, as well as those in so many other branches of trade here, never appear to be embarrassed, and failures in trade are seldom heard of, at least none of any importance; and as I have also before remarked, from time to time in these reports, there is no apparent poverty here.

There are no strikes at Pensacola in the labour market—it is a long time since I have heard of any—any little differences in the labour market, which have been mostly in the loading of timber ships, are quickly adjusted.

The banking business at Pensacola has been increased by an establishment termed the British-American Banking and Trust Company. I believe that much of the capital of this bank is from England. Another bank, I am told, will also soon be established here.

The average business of Pensacola for the year past, as I remarked above, in this report, may be looked for, in my opinion, for many years to come.

I give, according to the tables annexed, the statistics of exports, imports, shipping, &c., in connection with this report.

Pensacola was free from epidemics of any kind during the year. I am also glad to be able to observe that quarantine restrictions against vessels arriving at this port were carried out in the minimum, I think, in comparison with like administration in years past.

Annex A.—RETURN of Principal Articles of Export from
Pensacola during the Years 1892-91.

Articles.			1892.			1891.			
			Quantity.	Value.			Quantity.	Value.	
			£	s.	d.		£	s.	d.
Pitch-pine lumber	Super. feet	135,429,000	338,597	10	0	113,569,000	283,890	0	0
Sawn pitch-pine	Cubic "								
timber	"	15,544,482	388,612	1	0	11,179,576	279,419	8	0
Hewn pitch-pine	" "								
timber	" "	431,717	9,893	10	3	539,930	12,373	7	11
Cotton	Bales	7,619	71,428	2	6	...	...	...	...
Coal	Tons	41,611	26,066	17	6	48,191	32,627	11	4
Resin	Barrels	1,534	767	0	0	...	...	...	...
Cedar	Cubic feet	1,550	118	2	6	2,400	175	0	0
Flour	Barrels	6,696	4,887	3	4	...	...	...	...
Bran	Sacks	2,000	500	0	0	...	...	...	...
Corn	"	3,916	979	0	0	...	...	...	...
Other articles	"	...	1,999	19	0	...	25,000	0	0
Total	...	...	843,789	6	1	...	611,055	7	3

The values of the articles in the above given table are:
lumber at 12 dol. (2½ 10s.) per 1,000 superficial feet, board

measure; sawn timber at 12 c. (6*d.*) per cubic foot, basis 40 feet average; hewn timber at 11 c. (5½*d.*) per cubic foot, basis 100 feet average; cotton at 9 c. (4½*d.*) per lb., in bales of 500 lbs. average weight each bale; coal at 3 dol. (12*s.* 6*d.*) per ton, in 1892; cedar at 36 c. (1*s.* 6*d.*) per cubic foot; resin at 2 dol. 40 c. (10*s.*) per barrel; flour at 3 dol. 50 c. (14*s.* 7*d.*) per barrel; bran at 1 dol. 20 c. (5*s.*) per sack; corn at 1 dol. 20 c. (5*s.*) per sack. Sterling is at the rate of 4 dol. 80 c. per *l.* in the above values

Annex B.—RETURN of Principal Articles of Import to Pensacola during the Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
Chief articles	..	..
Other "	4,346	12,302

NOTE.—The chief articles brought to Pensacola are from the Northern and Western States of this country, and comprise the every day requirements of the community. These supplies amount to several millions of dollars yearly. I have referred to these chief articles in another part of this report.

Annex C.—TABLE showing the Total Value of all Articles
Exported from Pensacola and Imported to Pensacola from and
to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£ s. d.	£ s. d.	£	£
United Kingdom ..	439,934 9 2	235,412 10 6	1,314	6,052
South Africa ..	..	4,316 11 8	..	..
British West Indies ..	..	602 10 0	..	..
Netherlands ..	57,381 18 8	33,540 8 9	..	..
Argentine Republic ..	44,810 16 0	17,830 0 0	..	..
France ..	41,305 11 1	94,397 7 4	..	..
Spain and Colonies ..	45,946 16 7	25,139 15 3	1,283	2,750
Italy ..	38,289 6 4	43,421 2 8	111	..
Brazil ..	32,471 10 0	35,356 7 0	..	..
Germany ..	28,324 1 1	14,182 13 0	1,638	3,500
Belgium ..	21,806 10 10	20,581 8 5	..	..
Mexico ..	12,669 10 0	4,983 7 11	..	..
Central America ..	7,468 10 0	4,579 15 10	..	..
Costa Rica ..	..	3,749 13 9	..	..
Portugal ..	5,271 3 1	5,928 2 6	..	..
Uruguay ..	3,460 0 0	3,402 0 0	..	..
Austria ..	2,646 18 3	650 12 10	..	..
Nicaragua ..	..	2,903 6 8	..	..
Tunis ..	616 5 0	..	..	..
Other countries ..	..	594 10 0	..	..
Total to foreign countries ..	782,403 6 1	551,582 4 1	4,346	12,302
Total to ports in the United States ..	61,886 0 0	59,473 3 2	..	..
Total ..	843,789 6 1	611,055 7 3	4,346	12,302

Annex D.—RETURN of all Shipping at the Port of Pensacola
in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	50	34,532	55	84,368	105	118,900
American ...	148	77,354	1	661	149	78,015
Swedish and Norwegian ...	184	160,700	12	14,287	196	174,987
Italian ...	61	41,693	..	..	61	41,693
Russian ...	37	28,462	..	..	37	28,462
Austrian ...	16	11,732	..	..	16	11,732
German ...	7	6,649	..	..	7	6,649
French ...	10	5,543	..	..	10	5,543
Spanish ...	2	2,132	2	3,308	4	5,440
Dutch ...	2	2,051	..	..	2	2,051
Danish ...	1	577	..	..	1	577
Portuguese ...	1	560	..	..	1	560
Total ...	519	369,985	70	102,624	589	472,609
for the year preceding ...	467	309,753	74	88,804	541	398,617

NEW ORLEANS.

19

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	44	30,580	54	83,292	98	113,872
American	155	78,059	1	661	156	79,620
Swedish and Norwegian	185	159,551	12	14,287	197	173,838
Italian	62	43,157	...	...	62	43,157
Russian	38	27,909	...	...	35	27,909
Austrian	16	11,644	...	...	16	11,644
German	9	5,392	...	...	9	5,392
French	10	5,795	...	...	10	5,795
Spanish	1	1,137	2	3,608	3	4,745
Dutch	3	2,547	...	...	3	2,547
Danish	1	577	...	...	1	577
Portuguese	1	560	...	...	1	560
Total	525	370,808	69	101,848	594	472,656
„ for the year preceding ...	460	309,132	74	88,804	534	397,936

Annex E.—TABLE showing the Quantities, Assortment, and Value of Pitch-pine Wood Shipped from Pensacola to Ports and Places in the United Kingdom and British Colonies during the Year 1892.

Ports and Places.	Sawn Timber.	Hewn Timber.	Deals, Lumber, &c.	Value.
	Cubic feet.	Cubic feet.	Super. feet.	£ s. d.
Liverpool	1,512,663	50,354	4,475,488	..
London	1,046,619	..	5,757,633	..
Cardiff	834,546	27,036	401,765	..
Greenock	1,691,843	28,962	1,340,575	..
West Hartlepool ..	623,922	11,368	749,751	..
Fleetwood	402,599	18,515	350,779	..
The Tyne	190,916	..	57,000	..
Hull	501,813	..	1,228,822	..
Barrow	569,849	..	271,755	..
Troon	187,500	3,425	520,000	..
Sutton Bridge	91,836	..	560,000	..
Newcastle	156,500	..	60,000	..
Bristol	257,712	..	881,000	..
Grimsby	428,639	4,380	209,064	..
Queenstown	663,855	116	1,098,694	..
Swansea	128,666	9,799	85,000	..
Sunderland	180,083	..	265,000	..
Harwich	152,000	..	93,000	..
Garston	42,666	..	25,000	..
Southampton	30,083	..	97,000	..
Dublin	8,083	..	260,000	..
Glasgow	5,333	..	295,000	..
Penarth	65,416	..	14,000	..
Granton	125,500	..	57,000	..
Newport	161,333	..	108,000	..
Lynn	154,018	..	643,807	..
Whitehaven	52,270	5,137	21,131	..
Grangemouth	209,893	..	196,308	..
Queensborough	171,326	..	253,863	..
Dundee	252,198	..	360,813	..
Perth	25,500	..	61,000	..
Chatham	28,083	..	12,000	..
Leith	78,333	..	40,000	..
Newry	26,833	10,606	36,000	..
South Shields	41,333	2,734	19,000	..
Middlesborough	84,333	..	39,000	..
Barry Dock	70,833	..	23,000	..
Sharnness	101,250	19,331	162,250	..
Plymouth	..	..	115,000	..
Poole	5,333	..	272,000	..
Cork	28,000	5,228	26,000	..
Belfast	23,416	..	800,000	..
Ayr	42,183	..	22,000	..
Elsfleth	3,500	..	237,000	..
Cape Town	83,000	..	107,000	..
Port Natal	..	..	273,000	..
Barbadoes	..	..	241,204	..
Lagos	..	..	223,000	..
Algoa Bay	83,666	..	33,000	..
Belize	..	..	541,668	..
Manchester Canal ..	130,400	..	87,000	..
East London	22,045	..	15,348	..
Nassau	..	..	75,025	..
Total	11,777,721	197,031	24,212,818	359,448 13 5

Annex F.—TABLE showing the Quantities, Assortment, and Value of Pitch-pine Wood shipped from Pensacola to Ports and Places in Countries abroad, other than the United Kingdom, during the Year 1892.

Ports and Places.	Sawn Timber.	Hewn Timber.	Deals, Lumber, &c.	Value.		
	Cubic feet.	Cubic feet.	Super. feet.	£	s.	d.
France —						
Marseilles	59,333	5,270	1,227,000	..		
Fécamp	137,050	..	70,713	..		
Trouville	..	..	189,000	..		
Dunkirk	159,250	19,037	237,000	..		
Cherbourg	28,333	7,106	1,397,000	..		
St. Nazaire	46,500	27,198	210,000	..		
Boulogne	10,000	12,914	652,000	..		
Havre	71,869	22,069	324,600	..		
Caen	26,666	2,154	216,000	..		
Honfleur	110,895	..	580,600	..		
Nice	28,833	925	80,000	..		
Dieppe	..	..	220,000	..		
Nantes	6,333	..	230,000	..		
Calais	..	..	588,000	..		
Rochefort	30,165	2,337	1,735,765	..		
Bordeaux	17,916	..	258,000	..		
Italy —						
Genoa	589,282	33,548	6,032,000	..		
Venice	2,333	21,074	41,000	..		
Palermo	11,000	1,910	219,000	..		
Naples	60,333	15,878	585,000	..		
Savona	37,333	..	281,000	..		
Cagliari	2,016	..	471,000	..		
Netherlands —						
Zaandam	99,649	..	592,000	..		
Amsterdam	377,619	4,863	2,446,573	..		
Dordrecht	295,738	17,315	5,650,105	..		
Delfzijl	218,750	10,422	121,981	..		
Rotterdam	105,666	..	2,091,250	..		
Terneuzen	82,000	..	48,000	..		
Harlingen	24,583	5,831	8,000	..		
Germany —						
Braake	2,091	..	1,683,000	..		
Hamburg	59,583	..	2,742,000	..		
River Maas	1,583	1,304	472,000	..		
Geestemunde	45,826	..	860,000	..		
Lubeck	..	..	917,000	..		
Bremmerhaven	2,000	..	236,000	..		
Emden	37,250	4,757	100,000	..		
Bremen	..	..	709,000	..		
Belgium —						
Ghent	59,718	16,187	2,058,867	..		
Antwerp	47,103	3,250	6,288,319	..		
Ostend	1,916	..	976,000	..		
Spain —						
Bilbao	12,833	..	1,671,000	..		
Mazarron	..	..	337,000	..		
Carthagena	2,500	11,008	1,370,000	..		
Havana	..	..	3,996,678	..		
Cienfuegos	..	..	2,839,000	..		
Matanzas	..	..	220,000	..		
Caibairén	..	..	104,000	..		
Huelva	..	..	994,635	..		
Cadiz	7,000	..	242,000	..		

(1523)

B 4

Annex F.—TABLE showing the Quantities, Assortment, and Value of Pitch-pine Wood Shipped from Pensacola to Ports and Places in Countries abroad, other than the United Kingdom, during the Year 1892—continued.

Ports and Places.	Sawn Timber.	Hewn Timber.	Deals, Lumber, &c.	Value.
	Cubic Feet.	Cubic Feet.	Super. Feet.	£ s. d.
Austria—				
Lussinpicoli	61,366	2,346	71,000	..
Trieste	33,000	..	21,000	..
Brazil—				
Rio de Janeiro	3,333	..	12,592,528	..
Ceara.. ..	8,333	..	298,000	..
Argentine Republic—				
Buenos Ayres	108,333	..	17,741,324	..
Uruguay—				
Monte Video	..	..	1,383,818	..
Central America—				
La Guayra	..	..	325,000	..
Port of America	..	..	53,000	..
Colon.. ..	..	..	351,000	..
Port Simon	..	..	692,000	..
Portugal—				
Lisbon	192,416	7,799	125,000	..
Tunis	26,750	..	17,000	..
Mexico—				
Tampico	..	..	265,000	..
Coatzacoalas	..	..	300,000	..
Total	3,352,379	256,502	89,254,776	312,814 0 5

NOTE.—See table Annex A for value of each description of the assortment of pitch-pine wood, given in the two tables above, which, if figured up, would show the total value as given in the tables.

Agriculture.

Pitch-pine
timber.

The Forestry Bureau of the Department of Agriculture in the United States has lately issued a statement respecting southern pitch-pine wood.

Probable
duration.

The immense quantities of pitch-pine wood, hewn, sawn, and manufactured, which have been shipped from Pensacola to so many countries in the world (notably in greater proportions to the United Kingdom) for so many years past, and which is still being shipped without any diminution, leaves it apparent that information on this subject, generally, and particularly on the probable length of time that these pitch-pine forests will hold out will be of value and interest to the principal dealers abroad in this great article of trade. (See my trade report on Pensacola for the year 1892.)

Growth.

It will be understood that the pitch-pine tree of these Southern States is of spontaneous growth, and especially indigenous to these sandy soils near to the water of the Gulf and

Atlantic coasts, and therefore hardly any attention is given to the culture of these trees, so far as I am aware. Nevertheless it may be that the pitch-pine tree of these Southern States, in some or all of its varieties, might grow in climates and soils abroad, if the seeds of these trees were there sown; still the result would, I think, be very doubtful as regards propagation—at least in such a way as to be available in quantity and size for the purposes of trade. Might be sown abroad; but propagation doubtful.

It is believed that the pine wood of these Southern States is coming more and more to the front, and that it is the most valuable wood of this country for mercantile purposes; and that as the white-pine wood of the Western and Eastern States becomes exhausted, that the Southern States will, necessarily, be fallen back on. Valuable wood.

In writing on this wood trade—the growth of the timber and its present and possible continued supply—I am, of course, having in view its connection with Pensacola, my post, the largest pitch-pine exporting place in the world, I believe. But to arrive at my main desire, to show that Pensacola's average exports yearly of this wood will not soon diminish, I must be allowed to refer to and remark upon the statistics of other wood producing and exporting places in this country, beyond these Southern States; much of the pitch-pine timber of the adjacent States of Alabama is received at and shipped from Pensacola. Pensacola largest exporting port. Will not decrease.

The New Orleans "Times Democrat," when recently reviewing the report of the Forestry Bureau of Agriculture on Southern pine timber, the same referred to above by me, contained an article on "Southern pine," and among other things written on at length on this subject, remarked that, "As the white pine of Michigan, Wisconsin, and Minnesota is exhausted the people are compelled to fall back on its southern brother. Some 7 years or 8 years ago the attention of the northern lumbermen was turned in this direction. The pine here was investigated by them, and its quality found to be excellent, suitable for almost any purpose for which lumber can be used, while not as pretty a timber for certain purposes as western white pine, the southern product was more durable, stronger, and adapted to more uses. Large purchases of pine lands were made by western capitalists and speculators in the south—purchases which, by-the-by, have resulted most favourably, improving in value from 250 per cent. to 400 per cent.—and there was a large increase in the production and consumption of both the long and short-leaf pines. A great deal of information was published on the subject at the time; but each year more has been learned of southern forestry, and the publication of the Department of Agriculture in this matter just now is most timely and interesting, especially as the southern pine is evidently destined to become the chief lumber wood of the United States, and that within a very few years; and is attracting more attention to-day than any other." Information about Southern pine. Suitable for all building purposes. Southern forestry.

There are, it is stated officially, about ten species of merchantable pine in these southern States—the white-pine, and pitch-pine, The several species.

Principal species.

Local names of pine timber, long-leaf pine.

Area of pine forests.

Short leaf pine.

Covers large areas.

Grows in Western Florida.

Quantity per acre.

Loblolly pine.

Cuban pine.

Maps issued by Department of Agriculture.

the scrub or spruce-pine, the sand-pine, the pond-pine, small and of no value; but the five distinctive growths for commercial purposes are, the cedar pine, which seldom reaches the market, and the long-leaf, short-leaf, loblolly, and Cuban pines, which are the principal ones in general use.

There is a great deal of confusion, it appears, from the indiscriminate use of local names for these timbers. Thus, the long-leaf pine is called yellow pine, hard pine, pitch-pine, and various other names; but the settled name of this species of wood for commercial purposes at Pensacola is pitch-pine; and this quality of wood forms the largest, if not the entire bulk of the shipments of pine wood from Pensacola. The short-leaf is called the old field and spruce-pine, the loblolly, bull swamp, sap pine and Virginia pine. The most important of these woods—the long-leaf pine—grows in the Atlantic and Gulf States, at some distance from the coast, covering a belt of about 125 miles in width. I am informed that in Florida the belt of long-leaf pine of the Atlantic coast may be traced as far south as St. Augustine, being thence, southward, largely replaced by the Cuban pine. On the Gulf side more important long-leaf growth is found further southward, until the savannas and everglades are reached, where again the Cuban pine replaces it. In Western Florida, Pensacola's position in the State, large areas of pine timber are comparatively exhausted. The Gulf Coast pine belt, covering some 40,000 square miles to the Mississippi River basin, shows no difference from the Atlantic forest.

Next in importance to the long-leaf pine—pitch-pine—is the short-leaf pine, and this is more widely distributed than any of the other growths of pine.

It is the predominating growth in some of these Southern States. It covers immense areas to the exclusion of almost every other tree, I am informed.

In Florida the short-leaf pine is found along the northern border of the State. In Western Florida, nearer to Pensacola, it approaches the Gulf within 25 miles.

It is said that the short-leaf pine gives from 3,500 feet to 4,000 feet, board measure, per acre. A rough guess places the possible standing timber of this species, distributed through the Southern States, at about 160,000,000,000 feet board measure.

The loblolly pine is found, I believe, only in the northern part of Florida, none of this latter wood goes forward from Pensacola that I know of.

The Cuban pine is found principally in Florida, and along the Gulf Coast. It grows mainly on the so-called pine flats, or pine meadows. It is indiscriminately cut and made into timber together with the long-leaf pine, without distinction, and really is about the same in quality, I believe.

The Department of Agriculture has issued complete maps of the several pine districts in these Southern States, and from which publications the amount of merchantable pine now in sight, according to a published computation by the New Orleans "Times Democrat," is as follows:—

Description.				Feet, Board Measure.	Quantities of best species standing.
Long-leaf and Cuban pine	..	..	..	232,000,000,000	
Short-leaf pine	..	..	..	160,000,000,000	
Loblolly pine	..	..	..	102,000,000,000	
Total	..	..	..	494,000,000,000	

About 12 years ago, the official estimates of the merchantable pine timber standing in the Southern States, gave a probable quantity of 225,000,000,000 feet, board measure. There has been an enormous quantity of timber cut since that time, still the amount standing now, as will be seen by the table above, is estimated at over twice what it was 12 years ago.

If the last estimates and maps given by the Department of Agriculture be correct, the estimates in 1880 must have been far below the mark as to the amount of timber then standing. Under any circumstances, however, as regards estimates of the timber now standing, I think that a very long time will elapse, many decades of years, before the southern forests will be bare of pine timber for commercial purposes.

The long-leaf pine is known to be superior to all the other species in strength and durability. In textile strength it is said to approach, and perhaps surpass cast-iron. In cross-breaking strength it rivals the oak, it is believed, requiring 10,000 lbs. pressure per square inch to break it. In stiffness it is superior to oak wood by 50 per cent. to 100 per cent. It is best adapted and much used for the construction of heavy work in shipbuilding; the inside and outside planking of vessels taking the deals and planks of the best quality. For house-building it is used almost entirely in these parts; and in buildings for railroads, railroad cross-ties, viaducts, and trestles, this wood is foremost. The finer grades and the "curly" wood are very much used for the nicer and unpainted wood in the best dwellings. The hardness of this wood especially fits it for planks and flooring. The finer grades of curly pine are used for the manufacture of furniture, and it is said that for bedsteads it is admirably adapted, as the resinous wood is a preventative to inroads of insects and such pests. The resinous products of pine wood supply many parts of the world with pitch, resin, and turpentine. And contrary to opinion formerly held in this respect, it is said that the tapping of the pine tree for turpentine strengthens instead of weakening the wood. It may be that the tapping of the trees for the substances yielded by them does not weaken the wood, but I think so as to counteract the idea that the wood was thereby deteriorated those concerned in the sale of the timber after being tapped agreed to set aside any doubts or question in such respect, and thus arose the statement that the wood was strengthened by being tapped. I do not see how it can be strengthened, even if it is not weakened by the tapping.

Estimate of quantities 12 years ago.

Double quantity now standing.

Will last a long time.

Strength of long-leaf pine.

Uses put to.

House building. Railroad cross-ties, &c. Finer grades.

Curly pine used in furniture. Resinous products of pine.

Tapping the pine.

Cuban pine
like long-leaf
pine.

The Cuban pine is like the long-leaf pine, and it is used in trade to a large extent. I think there is no difference made in the specifications of these species of pine when brought to market for sale by the timber getters here.

Short-leaf
pine softer
wood.

The short-leaf pine is a softer wood, I am informed and is more easily worked perhaps. This wood is admirable for house work also, and is largely used by builders and cabinet makers. It is used for various other purposes, and is a splendid wood, not comparable, however, in many ways to the long-leaf pine. For strength it is not equal to the long-leaf pine.

Not as strong
as long-leaf.

Loblolly
suited
to rough
work.

The loblolly pine is suited for rougher work than the other two species given. It is not as strong, I learn, and will not last as long as the others. I believe that a good deal of this inferior grade of pine finds large markets in some of the northern and western markets of this country, manufactured there into timber of small dimensions for certain purposes. The above are some of "the new facts" brought out by the investigation of the Department of Agriculture of the United States, in respect of the pine forests of the Southern States, and it is said that the supply is good for 50 years to come, and "it is to be hoped," following the investigation and publications made about the pine tree, "that an intelligent system of forestry will prevail in this country, that will prevent the exhaustion of our pine forests" in these Southern States.

Sells in
northern and
western
markets.
New facts.

Supply good
for fifty years.

Tobacco.

Meeting of
tobacco
growers.

A most interesting, and from a money point of view, an exceedingly important gathering took place in Pensacola during the latter part of the year of the tobacco growers about here and elsewhere in the State of Florida.

Arranged by
leading rail-
road officials.

The "Tobacco Fair," as the meeting was termed, was brought about by leading gentlemen of Pensacola and other parts of the State of Florida. Notably among the promoters of the movement were prominent officials of the railroad lines running in and out of Pensacola.

Cultivation of
railroad
lands.

Cultivation of
tobacco
beneficial.

Some time ago the foremost officials of these railroad companies, in order to stimulate the people towards the purchase and cultivation of some of the large tracts of waste railroad lands in their possession, in Florida, as well, no doubt, for general extensive good, pointed out the large benefit that would be derived from the increased cultivation of tobacco in Florida. Scientific and experienced agriculturists in this especial department were enlisted to write upon the subject, and the fullest and most practical information for entering into the culture of the tobacco plant was prepared and circulated broadcast throughout many portions of the State of Florida, and, besides, every possible assistance was tendered to those already working in that direction; and to others who would also embark in this comparatively new but promising industry in these parts. The best qualities of tobacco seed were secured, and offered by the railroad companies to persons

Information
as regards
culture.
Growers
assisted.

Seed
supplied.

desiring to be so supplied, and many more facilities were tendered and made use of. The result of this original movement appears to be that a small army of tobacco growers are now in the field in Florida, and the time being ripe to bring forward the first fruits of their most important crops, the meeting referred to was called to assemble at Pensacola, and it was very largely attended by agriculturists and others from afar and near. Among those who were actually engaged in the cultivation of tobacco under the recent impetus given, and who had good samples to exhibit, were some agriculturists of the coloured population. Large and small samples of the tobacco grown within the last planting season were exhibited, and the meeting and exhibition continued for several days.

Result of
movement.

Meeting
largely
attended.

Samples
exhibited.

The meeting was from time to time addressed by experienced persons on the subjects. It was stated and shown that in comparison with other growths of this plant the tobacco of Florida was of very good quality, and that samples of it had been tested in many ways in the tobacco manufactories of the northern States, and pronounced as good enough to compete with Cuban grown tobacco. Examples were given of the increased tillage of the land in Florida within the past few years for tobacco growing, and the money results to those engaged in the business.

Florida
tobacco good
quality.

Increased
tillage.

A paper was read at the meeting, showing that the planting of tobacco in Florida was no new enterprise, for it was successfully pursued in the State before the late civil war, and that many of the citizens of the counties in which the industry was followed became wealthy, and that the industry ceased owing to the war. That in the year 1888, about the recommencement of the tobacco business in one of the tobacco counties in Florida, the merchants of that town did a business in the tobacco product of that place amounting to 246,702 dol. In 1891 it had increased there to 545,957 dol., and in the present year estimated to reach 896,820 dol., an increase of over 650,000 dol. in the 4 years.

Not a new
enterprise.

Ceased on
breaking out
of war.
Statistics of
new business.

Continuing to show the warranted good results expected to be derived in future from the tobacco industry, lately vigorously entered into in Florida, I give some extracts of information from a written paper before the meeting of the tobacco growers at Pensacola.

Future good
results.

"We never had a bank here (County of Quincy, Florida), until August 29, 1889, when the Quincy State Bank commenced with a paid up capital of 60,000 dol., on that day its deposit account was 2,281 dol. and its loan account 1,535 dol. The same date in 1891 the deposit account was 48,000 dol. and loan account 104,000 dol. On June 12, 1892, the deposit account was 100,000 dol., the loan account 102,000 dol., with a surplus of 12,000 dol. There was paid for tobacco alone over the counters of this bank in 1892, 300,000 dol., and they pay a semi-annual dividend of 3 per cent. These are figures that show prosperity and speak for themselves, as well as the small number of mortgages now on record in our clerk's office as compared with 1888.

"In 1890 there was grown by Gadsden county farmers (not in-

cluding the Owl Cigar Company, Schroder and Bond, and Carl Voght), 650 acres of tobacco, ranging in acreage from 1 acre to 20 acres in a crop. The average yield was 392 lbs. to the acre, and sold for an average price of 25 c. per lb. The total number 254,800 lbs. Amount received by the farmers 63,700 dol. or 98 dol. per acre, with a cost not to exceed 48 dol. per acre.

"In 1891 the acreage increased to 2,000 acres, with an average of 430 lbs. to the acre, and brought the farmers an average price of 31 c. per 1 lb., making a total of 308,700 dol., or an average of 133 dol. 30 c. per acre, with a cost not to exceed 50 dol. per acre. This year there is every reason to expect as good prices as in 1891, and as good weights as last year. This being the case, the resources will be 500,000 dol. this year from tobacco for the farmers of this country alone.

"There appears to be a timidity on the part of some about growing much tobacco for fear of over-stocking the market. If every available foot of land for tobacco had grown a crop this season there would not have been enough to supply the demand for good tobacco. The amount of tobacco grown in Florida cuts no figure in the market. To show you, careful gathered statistics show there are 600,000 smokers in New York City every night, and a small average is three cigars to a smoker—that is, 1,800,000 cigars each night, at 25 lbs. tobacco to the thousand, and we have 450,000 lbs. smoked in New York alone in one night, or each night."

Sowing of
crop for 1893. Information was given to the meeting by an experienced tobacco grower as to the sowing of the crop for 1893. He offered some statements and advice, giving the last two crops as follows:—"1891: January 20, first sowing of beds; March 27, first setting plants; May 5, last setting plants; June 22, first cutting plants; August 10, last cutting; July 20, commenced handling; September 15, finished handling. 1892: January 30, first sowing of beds; February 3, second sowing of beds; February 22, finished sowing of beds; April 12, first setting; June 1, last setting; July 8, first cutting; August 6, first tying; August 10, last cutting; September 8, last handling and tying."

It was stated at the meeting that a tea-spoonful of seed would sow 20 square feet of land, and that as much as 3 acres had been sown from 1 square.

Prizes to
successful
exhibitors. Valuable prizes were distributed to the successful exhibitors of tobacco at the "fair." In the contest between the West Florida counties for a 40-acre tract of land to the exhibitors of the best 100 lbs. from each county the judges reported seven counties as winning, and each successful exhibitor was presented with a deed for the prize won. One of the contestants, and winner, was a lady of Pensacola, who has lately gone largely into agricultural pursuits, her extensive lands being a few miles from Pensacola.

Second
prizes. Many valuable second prizes were also given to successful exhibitors.

Orange Tree Blight.

For the benefit of those in the British possessions, particularly ^{Orange} where oranges are cultivated, and the export of them made a busi- ^{cultivation.} ness, I give the following, extracted from an agricultural paper here on the cause of orange tree blight:—

“Many persons who have hitherto taken pride in their orange trees have been grieved to see them sicken and gradually die without apparent cause.

“Close examination will disclose the fact that the bodies of the tree, their branches, and even many of the leaves are covered with a brownish substance which might be mistaken for dust. Attempt to brush it off, and it will be found to adhere closely in the form of minute scales. When hatched the young insects move about for awhile, then attach themselves to the tree and form the scale over the bodies, and literally suck the life from the tree, attacking the lower branches first.

“Twice a year (spring and fall) they send forth broods of young, when the old insect dies, and at such times the scale is found dry, loose, and easily washes off. Then the young insect can be seen by good eyes, but an ordinary microscope will show scores, if not hundreds, of the young to each square inch, actively running about.

“While the insect when encased under the scale is hard to kill by any safe application, when young and exposed they may be easily destroyed by the following simple emulsion, which was first recommended by Professor Riley, the Government entomologist:—

“The remedy is: One bar of soap dissolved in one gallon of boiling water, to which add while yet hot two gallons of coal-oil. Immediately churn by violent agitation in a demijohn, or, better still, by a hand-force pump in an open vessel, and in a few minutes it will become thoroughly mixed and assume a creamy consistency. Test it on a pane of glass, and if it adheres without being oily it is ready for use as soon as cold, but (do not forget this) before applying to the tree it should be diluted with nine parts of water to one part of the emulsion. After thoroughly slaking it may be applied with a brush to every part of the tree which can be reached, but a better plan is to attach a spraying nozzle to the force-pump (often used in gardens), and thoroughly spray body, branches, and leaves.

“The young insects are now moving about, and one application will kill most of them. However, as a matter of precaution, the trees should be sprayed with this emulsion two or three times, a few days apart.”

In writing about oranges, I see it stated that the orange crop of Florida has reached such large proportions that for some time past the growers have been looking elsewhere for new markets. Last year the State produced 3,500,000 boxes; this year's crop is 3,000,000 boxes. It is said that the Florida orange has driven, or is driving, the Spanish and Italian product out of the American market; and that, besides this, a large trade has been commenced in Europe.

Shipments of oranges. A short time ago a shipment of oranges, amounting to 9,566 boxes, was made to Liverpool. The shipment was made in a British steamer. The vessel had a stormy voyage, which caused the fruit to reach England in a more or less damaged condition. The said fruit, however, sold at such good prices as left the shippers a handsome profit. The shippers of this cargo propose to put on a regular line of fruit carriers, I learn, from Florida to England, and ports on the Continent. It is thought that from 100,000 to 300,000 boxes will be shipped to Europe next year.

MOBILE.

Mr. Vice-Consul Barnwall reports as follows:—

The commercial year commences on September 1, 1891, and ends on August 31, 1892.

Cotton receipts and prices. Cotton receipts were 287,971 bales, valued at 10,607,852 dol., against 311,673 bales, valued at 13,779,063 dol., of the year preceding; average price per 1 lb., 7.40 c., against 8.78 c. the year previous.

Exports. There has been a decrease in the direct exports to Liverpool of 14,788 bales, and a decrease to other points of 529 bales.

Lumber. The shipments of lumber from this port during the past 12 months were the largest in the history of the city, being about 8,000,000 feet more than the largest previous year (1890), when they reached nearly 53,000,000 feet. This does not include local consumption, shipments to the interior by steamboats and railroads, nor by small vessels under coasting license and not clearing through the custom-house. From the best information obtainable it is estimated that the local consumption and shipments by the latter routes will reach 15,000,000 feet, which, added to the previous total, gives a grand total of 76,000,000 feet. This large increase is not attributable altogether to a better demand in the markets of the world, but is due mainly to the fact, which has become generally known, that Mobile is a far more accessible port than it was last year. During the past winter and spring dredges have been at work deepening the channel, and have succeeded in obtaining a depth of water nearly sufficient to permit vessels of 1,500 tons burden to load to their full capacity at the city. The shipment of creosoted lumber piling, &c., has become quite a feature at this port, not less than 10 cargoes having been shipped this year to Carthagena, Republic of Colombia, for the construction of wharves, docks, &c., and as the countries of Mexico Central and South America are opened up to civilisation the demand will increase. All of this lumber is creosoted at Pascagoula and brought to Mobile by rail to be transferred to vessels, which adds an additional expense to an already very expensive article.

Our rich forests continue to add greatly to the wealth of Mobile and South Alabama, and the following statement, the timber being reduced to superficial feet, gives the trade of this port:—

Description.	Quantity.
	Super. Feet.
Lumber, coastwise in vessels	22,780,789
„ foreign „	38,318,106
„ railroad shipments	8,200,000
„ towed to the islands	38,000
Timber, direct in vessels—	
Hewn	33,645,960
Sawn	27,219,096
Amount towed from Mobile to Horn and Ship Islands—	
Sawn	2,900,694
Hewn	1,190,784
Lumber, local consumption, steamboat shipments, &c. ..	7,500,000
Total	141,793,429
„ for the year preceding	122,235,200
Increase	19,558,229

The consumption of these woods, oak, cedar, ash, poplar, Hard woods. and walnut, is gradually increasing, and in the course of a few years will occupy a very prominent place in the timber trade of Mobile, for it is said the old sources of supply are failing and new ones must be obtained. Mobile has an inexhaustible supply of these valuable woods within 50 miles of her which are easily reached, either by rail or river, the shipments to Europe the past year have been as follows: oak, 193,480 cubic feet hewn; assorted cedar, ash, walnut, poplar, &c., 88,971 cubic feet hewn.

The vegetable trade continues to be an important factor in the Vegetables. general trade of Mobile; the acreage is being increased annually and bids fair in the near future to reach such proportions as will entitle it to rank among our largest items of export. The total value of the yield is 251,463 dol. against 267,808 dol. the previous year, being a decrease of 16,345 dol.

Harbour
improve-
ments.

CONDITION of the Dredged Channel in Mobile River and Bay on
August 1, 1892.

Length of that Portion of the Channel having a
Minimum Central Depth of at—

Mean Low Water.		Mobile River.		Mobile Bay.
From—	To—			
Feet.	Feet.	Feet.	Feet.	Feet.
23 and over	..	23,535		96,409
22	23	1,885		7,400
21	22	70		20,089
20	21	..		16,041
19	20	..		2,739
18	19	..		..
17	18	..		..
16	17	..		..
15	16	..		..
Total ..	..	25,490		142,678

Shipping up
and down
channel.

List of vessels that have arrived and departed from this port beginning September 1, 1891, and ending August 31, 1892, these vessels being all large vessels of their respective rigs and drawing up to and including 17 feet 6 inches up and 19 feet 10 inches down channel.

Description.	Drawing up to and Including.		Number.	
	Up.	Down.	Up.	Down.
Steamships	Ft. in.	Ft. in.		
	16 6	18 10	86	86
Ships and barks ..	17 6	19 10	139	139
Brigs	12 0	15 6	11	11
Schooners, which include four, three, and two masters ..	15 6	17 6	160	160
Total	..	..	396	396
„ up and down	..	..	792	

These vessels have with their respective draughts passed up and down the channel without material detention. The deepest draught that passed up and down the year previous was 17 feet 6 inches, whereas in this year's report the deepest draught is 19 feet 10 inches, a difference of 2 feet 4 inches.

Annex A.—RETURN of all Shipping at the Port of Mobile during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	65	27,180	22	22,605	87	49,785
American ...	90	32,833	...	...	90	32,833
Norwegian ...	69	62,466	18	9,623	87	72,089
Swedish ...	8	5,818	1	479	9	6,297
French ...	1	256	...	...	1	256
Russian ...	11	7,966	...	...	11	7,966
German ...	4	3,057	...	...	4	3,057
Spanish ...	3	2,418	...	...	3	2,418
Dutch ...	4	4,531	...	...	4	4,531
Italian ...	3	1,858	...	...	3	1,858
Mexican ...	2	401	...	...	2	401
Portuguese ...	1	393	...	...	1	393
Total ...	261	149,177	41	32,707	302	181,884
Coastwise ...	...	...	...	...	129	101,021
Grand total ...	...	...	...	...	431	282,905
Total for the year preceding ...	...	...	...	...	333	190,865

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	61	26,512	19	18,522	80	45,034
American ...	88	29,495	1	428	89	29,923
Norwegian ...	69	64,823	22	11,583	91	76,406
Swedish ...	6	2,674	1	478	7	3,152
French ...	1	256	...	...	1	256
Russian ...	11	7,582	...	...	11	7,582
German ...	4	3,330	...	...	4	3,330
Spanish ...	3	2,228	...	...	3	2,228
Dutch ...	6	6,872	...	...	6	6,872
Italian ...	6	3,894	...	...	6	3,894
Mexican ...	2	420	...	...	2	420
Portuguese ...	1	399	...	...	1	399
Total ...	258	148,485	43	31,011	301	179,496
Coastwise ...	...	...	...	...	129	88,446
Grand total ...	...	...	...	...	430	267,942
Total for the year preceding ...	...	...	...	...	377	173,044

**Annex B.—RETURN of Principal Articles of Import to Mobile
during the Years 1891-92 and 1890-91.**

Articles.		1891-92.		1890-91.	
		Quantity.	Value.*	Quantity.	Value.
			£ s. d.		£ s. d.
Bagging	Pieces	23,030	...	20,973	...
Iron ties	Bundles	34,740	...	32,315	...
Bacon	Hogsheads	15,393	...	15,705	...
Cotton	Bales	287,971	2,209,969 3 4	311,673	2,870,638 2 6
Coffee	Sacks	14,392	...	12,633	...
Corn	"	357,917	...	426,525	...
Flour	Barrels	130,349	...	154,341	...
Fertilisers	Sacks	163,728	...	286,898	...
Hay	Bales	40,936	...	72,731	...
Lard	Tierces	5,870	...	5,361	...
Molasses	Barrels	3,007	...	2,251	...
Oats	Sacks	117,283	...	85,737	...
Potatoes	Barrels	20,156	...	16,341	...
Pork	"	3,021	...	1,570	...
Rice	"	6,110	...	6,330	...
Salt	Sacks	14,983	...	16,212	...
Soap	Boxes	18,192	...	19,835	...
Sugar	Barrels	17,607	...	14,561	...
Tobacco	Boxes	19,223	...	25,796	...
Whiskey	Barrels	6,982	...	6,923	...
Coal	Tons	70,098	...	53,042	...
Wool	Lbs.	776,000	36,328 2 6	973,100	47,641 7 1

* 4 dol. 80 c. = 1l.

NOTE.—I cannot enumerate articles imported from foreign countries, nor give the value of above enumerated articles, with the exception of cotton and wool.

**Annex C.—TABLE showing the Total Value of all Articles
Exported from Mobile and Imported to Mobile from and to
Foreign Countries during the Years 1890-91, and 1891-92.**

EXPORTS.*

Year.				Value.		
				£	s.	d.
1890-91	..	..	..	670,638	5	2
1891-92	..	..	..	582,701	8	9

IMPORTS.

Year.				Value.		
				£	s.	d.
1890-91	..	..	..	18,164	15	10
1891-92	..	..	..	34,538	6	8

* I have no means of dividing the above exports as to countries except as regards cotton, included in above:—

Year.				Value.		
				£	s.	d.
1890-91	..	..	..	484,965	5	7
1891-92	..	..	..	290,621	11	0

RETURN of Principal Articles of Export from Mobile during the
Years 1891-92 and 1890-91.

Articles.		1891-92.*			1890-91.		
		Quantity.	Value.*		Quantity.	Value.	
			£	s. d.		£	s. d.
Cotton	Bales ...	283,985	2,179,584	17 8	299,852	2,761,761	17 2
Timber	Cubic feet ...	5,072,088	135,018	17 0	3,592,924	99,635	12 8
Lumber	Feet ...	61,098,895	185,938	7 11	50,892,805	125,382	9 7
Staves, foreign ...	Mille ...	147,000	4,583	6 10	68,168	1,735	10 10
" coastwise ...	" ...	156,000	4,863	19 2	...	...	...
Shingles	1,000 ...	1,369,302	1,231	0 4	895,100	896	13 5
Merchandise ...	...	...	3,464	1 6	...	1,969	15 2
Vegetables ...	...	...	52,388	2 6	...	74,391	0 10
Machinery ...	...	...	12,475	0 0	...	...	...
Total	...	...	2,579,547	12 11	...	3,065,775	19 8

* 4 dol. 80 c. = 11.

ALABAMA.

Mr. Vice-Consul Wm. Barnwall reports as follows:—

I hereby submit my report for the year 1892, and there are many encouraging features which may be noticed, especially that of diversified farming, stock development, and fruit culture. There are many excellent opportunities for the investment of capital in the lands of this county when the price is considered with the value of what they may be made to produce and for which there is always a market at good prices. In her fisheries she has a resource which has not been developed as it should be, as no waters can produce better fish or in more abundant quantities than the waters of the Gulf of Mexico and tributary waters. The oyster-beds are more extensive than elsewhere, and hundreds of thousands of acres of these beds are still unoccupied. As the southern oyster reaches maturity in 3 years, when it takes the oyster on the Atlantic coast 5 years, the advantage in favour of the southern product may be easily seen. The oyster laws are liberal, yet tend to the proper propagation of this valuable bivalve.

The past year has seen an almost new departure in Alabama Agriculture. agricultural life, owing to low prices of cotton for several years and the farmer was bound to do something else so as to pay for the tilling of the soil, and it has been of inestimable value to him, as he has begun diversified farming, which to the south means much more than to any other country which has not such a climate as this. For years his only crop was cotton, he had to pay the very highest price for every article of food, had to have his cotton crop mortgaged for these supplies before a seed was in the ground, and his labour was not remunerative. This he is changing. He is now raising his own corn, wheat, oats, potatoes, and everything else required, and in a year or two will become an exporter of them; so it is with his stock. He is, as

rapidly as possible raising cattle, horses, sheep, mules, and hogs, and as there are millions of acres of unoccupied lands in nearly every section of the State they cost but little.

Wheat.

The Agricultural Department of the State the past year has done much towards the introduction of wheat in the southern section, and distributed seed which has been obtained, not only from this country, but also from London, England. Although test was made, and the yield was certainly favourable, large red, 23 bushels per acre, purple straw; $17\frac{2}{3}$ bushels per acre; Anglo-Canadian, $16\frac{1}{3}$ bushels per acre; earlier of all, $14\frac{1}{4}$ bushels per acre, and white chaff, $13\frac{3}{10}$ bushels per acre. As soon as these are acclimated the yield will largely increase. The berry was plump and showed the adaptability of even the light soils of the south for wheat raising. Corn is a large producer, while roots, vegetables, and fruits add to the profits of the farmer.

Cotton.

The past year was a disastrous one for the cotton grower, as, in addition to a less acreage planted, the season was most unfavourable, and a short crop has been the result. In fact, so short that the surplus of last year is wiped out and a deficit stares the cotton dealers of the world. The price, however, has advanced, so that if even a crop of 9,000,000 bales are raised in 1893 it would do no more than supply the demand. The planter can raise it much more cheaply than he has done, as he finds the advantage in raising his own supplies, and in his cotton seed he has much of the fertiliser required.

Truck farming.

Truck farming, or market gardening, has become one of the most important industries throughout this State and adjoining ones, and is of no mean value. The shipments from Mobile district shows the following during 1892: 135,000 crates of cabbages, 52,300 barrels of potatoes, 45 cars of potatoes in bulk, each car containing 150 barrels, 24,500 boxes of beans, and 2,800 boxes of peas. As a sample of profit from truck-farming at the experimental farm of the Mobile and Ohio Railway at Buckatunna, 80 miles north from Mobile, 5 acres of cabbage yielded a net profit of 663 dol. 73 c. The strawberry crop is even still more profitable, while sweet potatoes, Irish potatoes, beans, peas, and small vegetables swell the list. Artificial manures, or those that give quick results, are the best, as products are grown for the earliest markets. For future results, however, the regular barn-yard manures are preferable, as the excellent clay subsoils everywhere found keep the full strength of whatever is put in the soil.

Fruits, &c.

This southern portion of the United States is particularly noted for the excellence and variety of fruits which grow to perfection, and which are not subject to blight or disease as in less favourable sections. As a pear country it is unexcelled, while peaches, oranges, olives, figs, pecans, grapes, strawberries, blackberries, and raspberries, persimons, plums, apples, and a host of others are profitably cultivated, and as there is an abundance of suitable lands still unoccupied, there is no limit to the amount which may be produced.

Tobacco.

Owing to glauconite, or marl of a peculiar kind, many parts of

Alabama can produce a tobacco equal to the famed Havana, or Spanish tobacco, and as the area is much larger, the supply can be made unlimited. That which has been grown is acknowledged by experts in Cuba to be equal, if not superior, to any grown there. The whole of this district is suitable for the growth of all kinds, and capital during the past year has been drawn in that direction. The light pine lands are equal producers with the river bottoms or the more rolling mixed woodlands and tobacco will be largely produced in the near future for export.

The State of Alabama is certainly not deficient in the most nutritious grasses, and those, too, which produce the most abundantly, the growth being especially vigorous owing to the large precipitation. No country produces any better grasses as the list of the foreign kind vie with the native grasses, becoming easily acclimated. Every section has those suitable to it whether in the piney region, with its light sandy soil, the stiff clay of the prairie hardwood lands, or the rich alluvial river bottoms, each and all have the requisite grasses for stock of all kinds. Besides, the seasons are so favourable that many of the grasses will bear mowing two to four times in a season, some yielding as high as 6 tons per acre.

The principal grasses are : red clover, Bermuda grass, orchard grass, crab grass, Kentucky blue grass, Johnson grass, cow peas, Japan clover, alfalfa, melilotus, ferrel grass, rescue grass, red tops, smooth brome, Australian blue grass, Indian beard grass, water grass, carpet grass, Texas millet, speeding prairie, Texas blue grass, Mexican clover, crimson clover, burr clover, winter vetch, the sorgums, Timothy and a few other local grasses. Crab grass is found everywhere, and as it comes up spontaneously after other crops are removed, it is a most valuable grass, yielding sometimes as high as 6 tons per acre : thus showing its rapid growth.

It is impossible to find any one forage plant which continues in growth throughout the year. For this reason a mixture of two or three kinds will usually prove to be better than either one where planted alone, and, when possible, one planted in the mixture should belong to the clover family. No one, two or three varieties will succeed best in all parts of this State, and the choice for each farm must depend on local conditions. Most of the true grasses are affected more by moisture than by any other difference in the soil, while most of the clovers are affected more by the amount of lime.

For general cultivation, Bermuda, Japan, or lapidiza melilotus, red clover, and Johnson grass are the best five species for this State, and are in value in the order named. For hay alone, Bermuda, lapidiza, and Johnson grass are the best, while for pasture none are found better than Bermuda, orchard grass and run clover for the light and more sandy soils of the pine woods region. When a fertilizer crop is wanted for immediate effect there is nothing equal to the cow pea, and when the land is to remain without cultivation for a year or more, melilotus, red clover, and lapidiza is the best crop that can be sown.

Nearly every species which are now in general cultivation have

come to this State from the cooler climate of the Northern States or of Europe. Bermuda, Johnson grass, and lapidiza are almost the only ones which have come to us from countries having a similar climate to our own, and they are the ones which grow best here, yet the others improve rapidly as they become acclimated.

Stock.

For a State with such a variety of the best grasses, and being well watered throughout, stock of all kinds do specially well. The climate being also favourable, there being but little winter, so that most stock may shift for themselves, although those who put up hay, which costs only the cutting, for winter use, find them in much better condition in spring.

Cattle do well, and this industry is being rapidly developed. The common cattle of the country are being crossed with some of the best-blooded stock, especially Jerseys, Holsteins, Devons, short-horns, and Brahma. The latter shows the best offspring for slaughter and they are superior range animals, owing to their activity. The Jerseys and Holsteins are good dairy cattle, while the Devons and short-horns are more for beef, but they are too heavy for good foragers, especially on light sandy lands. In sugarcane bottoms they are the most profitable breeds.

The breeding of horses of especially fine breeds for market is engaging the attention of capitalists throughout the South, and such is carried on under very favourable climatic conditions, as lung troubles but seldom affect horses, especially when bred in or near the Gulf counties, as the largest stables in the county move their whole stables to Southern Alabama during the winter months. Racehorses and roadsters are those principally bred and they show qualities equal to the Kentucky breeds. Large amounts have been invested in this the past year.

The breeding of mules in this State has had a successful beginning, and as the best Jacks have been imported and the surroundings most favourable, the young mules show superior quality.

Sheep.

The sheep industry is making greater strides than that of any other stock raising in the South, and not only the climate but the excellent ranges for such, give advantages possessed by no other section of this county. Breeders of sheep, not only from the North and Western States, but also from Europe, are taking a lively interest in sheep-farming and are investing largely. These ranges can be purchased now at about 4s. 3d. per acre, and of these dry highlands hundreds of thousands of acres may be secured. Disease is unknown, as the flocks roaming the country have always a dry, clean ground on which to lie, and, therefore, foot rot, scab, and other diseases of sheep do not decimate the southern flocks. When the native sheep, hardy, and of good sized bone, are crossed with either South Down, Leicester, or merinos, the offspring is a valuable sheep, with a wool cut averaging as high as 6 lbs. each, although half-bred wethers clip over 10 lbs. to the fleece. There are no burrs or anything else to injure the fleece. It requires no washing, and is in demand, not only in the American woollen factories, but in those of Britain. There is a field open here for a profitable development of the sheep industry.

The native hogs, in derision "the razor back," when crossed by Hogs. the Berkshire and others, prove themselves exceedingly profitable, and as they can always shift for themselves, they are no cost to raise. Some corn, sweet potatoes, and peanuts will always make them ready for market in two weeks' time. Their flesh is so firm, tender, and mixed with fat and lean, that they command a higher price in market than the large hogs from the West. The breed is being improved.

The climate of this and other Southern States is certainly Climate. uniform, as the following table from the Weather Signal Service of Mobile district shows :—

Months.	Temperature.			Precipitation.
	Mean.	Maximum.	Minimum.	
	Degrees.	Degrees.	Degrees.	Inches.
1891—				
December	53·4	60·9	46·0	6·81
1892—				
January	47·0	55·5	38·5	9·97
February	56·8	65·1	48·6	2·09
March	55·5	64·7	46·3	8·52
April	66·2	72·8	59·5	3·10
May	72·4	80·0	64·8	1·49
June	78·8	86·8	70·7	4·09
July	79·0	85·6	72·4	14·43
August	79·8	87·4	72·3	13·47
September	75·2	83·9	66·6	4·93
October	69·1	78·3	59·9	3·03
November	58·4	67·8	49·1	1·93
Average	66·0	74·1	57·9	..

The total precipitation for the year is 73·86 inches, much heavier than usual, and the principal cause of the short cotton crop. July and August flooding the plantations and interfering with their cultivation.

LONDON:

Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1523)

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1233.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF CHICAGO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1103.

*Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS & Co., Limited, 104, GRAPTON STREET, DUBLIN.

1893.

[C. 6855—120.]

Price Threepence.

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.	Price.	No.	Price.
1111. Brunei	1½d.	1172. Riga	2d.
1112. Athens	2½d.	1173. Trebizond	1d.
1113. Alexandria	2d.	1174. Havre	2½d.
1114. Vienna	1d.	1175. Saigon	½d.
1115. Stettin	2½d.	1176. Baltimore	1½d.
1116. Berne	1d.	1177. Brest	1d.
1117. Palermo	2½d.	1178. Buenos Ayres	½d.
1118. Tokio	1½d.	1179. Adrianople	½d.
1119. St. Petersburg	5d.	1180. Algiers	2½d.
1120. Teneriffe	1d.	1181. Boston	1d.
1121. Damascus	1d.	1182. Marseilles	1½d.
1122. Naples	2d.	1183. Warsaw	1d.
1123. Hakodate	1d.	1184. Piræus	1½d.
1124. Montevideo	2½d.	1185. Callao	1d.
1125. Stockholm	1½d.	1186. Jerusalem	½d.
1126. Dantzic	2d.	1187. Chefoo	1½d.
1127. The Hague	1½d.	1188. Munich	2d.
1128. Odessa	1d.	1189. Resht	1d.
1129. Berne	1½d.	1190. Batavia	1½d.
1130. Malaga	3d.	1191. Batoum	1½d.
1131. Rome	2½d.	1192. Tainan	1d.
1132. St. Jago de Cuba	4½d.	1193. Amoy	1d.
1133. Munich	1½d.	1194. Zanzibar	4d.
1134. Meshed	1d.	1195. Corunna	2d.
1135. Guayaquil	½d.	1196. Algiers	15½d.
1136. Rio de Janeiro	4½d.	1197. Pahoï	1d.
1137. Tonga	1d.	1198. Nice	1½d.
1138. Copenhagen	1d.	1199. Kiungchow	1½d.
1139. Tangier	1½d.	1200. Aleppo	1d.
1140. Buenos Ayres	2½d.	1201. Stettin	4½d.
1141. Para	1d.	1202. Swatow	1d.
1142. Baghdad and Bussorah	1½d.	1203. Charleston	2½d.
1143. Christiania	5½d.	1204. Syra	1d.
1144. Old Calabar	2d.	1205. New Orleans	2½d.
1145. Trieste	1½d.	1206. Suakin	1½d.
1146. Quito	1d.	1207. Caracas	1d.
1147. Buenos Ayres	6d.	1208. Somali Coast	1d.
1148. Bogotá	1d.	1209. Nantes	1d.
1149. The Hague	2d.	1210. Tahiti	2d.
1150. Mexico	2½d.	1211. Ichang	3½d.
1151. Florence	2d.	1212. Wenchow	1d.
1152. Calais	1d.	1213. Havana	2d.
1153. Lorenzo Marques	1½d.	1214. Cagliari	1d.
1154. Patras	1d.	1215. Old Calabar	½d.
1155. Taganrog	1d.	1216. Foochow	1d.
1156. Stockholm	1d.	1217. Wuhu	1d.
1157. Washington	2d.	1218. Vera Cruz	1½d.
1158. Paris	1½d.	1219. San José	1d.
1159. Bengazi	1d.	1220. Antwerp	1d.
1160. Santos	2½d.	1221. Mogador	2½d.
1161. Buenos Ayres	1½d.	1222. Berlin	1½d.
1162. Nantes	1d.	1223. Rome	1d.
1163. Beira	5d.	1224. Constantinople	6½d.
1164. Galveston	1½d.	1225. Barcelona	2½d.
1165. Berlin	1d.	1226. Madeira	5½d.
1166. Bordeaux	2½d.	1227. Ssul	1½d.
1167. Calais	2½d.	1228. Chinkiang	1d.
1168. The Hague	2d.	1229. Newchwang	1d.
1169. Athens	12d.	1230. Chungking	1½d.
1170. Galatz	1½d.	1231. Hankow	1d.
1171. Guayaquil	1d.	1232. Odessa	2d.

No. 1233.

Reference to previous Report, Annual Series No. 1103.

UNITED STATES.

CHICAGO.

Consul Hayes Sadler to the Earl of Rosebery.

My Lord, *Chicago, May 13, 1893.*

I HAVE the honour to transmit herewith a Report on the Trade of Chicago for the year 1892, together with the Annual Reports of the British Vice-Consuls at St. Louis, St. Paul, Kansas City, and Denver.

I have, &c.
(Signed) J. HAYES SADLER.

*Report on the Trade and Commerce of the Consular District of
Chicago for the Year 1892.*

ABSTRACT of Contents.

	Page
Chicago—	
Trade of	2
Produce trade	4
Wholesale trade	7
Manufactures	9
Real estate and building	12
Shipping	17
Exports and imports	18
Notes on the West	21
St. Louis	26
St. Paul	37
Kansas	39
Denver	41

Introductory.

It is proposed to give a summary of those matters connected with trade which appear to have the widest range of interest, collected from the most reliable authority, although in a limited report it is impossible to furnish more than a general view of so large a district, where development has been and is progressing at so rapid a rate. There may be many subjects of economic and commercial interest left unnoticed, which might well be looked for in the scope of an annual review of this part of the United States, and many parts of this district, regarding which it is regretted that either space allows of little mention to be made or special information is not at hand. Progress, looking to the future, is the important question here; there seems little time for record of the past. The great features of the year are undoubtedly the marvellous prosperity of the city of Chicago, and the preparations for the World's Columbian Exposition. A report* on the inauguration and condition of the Exhibition on May 1, 1893, has recently been transmitted, and no further mention will be made here. The other subject matters treated, together with the reports of the Vice-Consuls in the district, will be found under separate heads.

The Trade of Chicago.

As far as the city of Chicago is concerned, the record of the year 1892 has proved an exception to the general rule that a Presidential Election year is a dull one. Besides the impetus given by preparations for the Exhibition the bountiful harvest of 1891 assisted much in causing unusual prosperity. It placed a large amount of money at the disposal of the farmers in this neighbourhood and all through the West; it provided them with means to renew their stock of implements and necessities, to pay part of their mortgages or debts, and to purchase many articles of luxury, thus directly benefiting the trade of this city, which is still the great centre from which they derive their supplies. The Exhibition created abnormal activity in the building and other trades; an immense number of people have been attracted to the city, causing increased demand for accommodation and a considerable rise in prices; the large amount of money thus circulated added to the general prosperity, which was reflected on all branches of trade. Almost all industries improved their position in the course of the year, with, perhaps, the sole exception of the packing business.

The record, however, though showing very great prosperity, is said scarcely to have equalled expectations. The volume of business was carried on quietly, with no speculative transactions. The dealings in real estate were not so large as in the preceding year, but it is thought by many that the increase in value of real estate has not greatly depended on the selection of Chicago for the

* See Report No. 292, Miscellaneous Series.

Exhibition, but has been a natural growth, and in the same manner it is considered, with perhaps greater force, that the increase in trade is natural, and has been dependent on no outside circumstances.

The increase in volume of trade was compensated by lower prices in grain and some other produce, consequent on abundant supply, though the demand caused by the bad harvest in Europe enabled producers to secure a fair price, and prevented any great fall in value; cotton and wool were extremely low in price; there was not much done in railway building nor any great demand for rails, and the iron trade was not in a satisfactory condition. The only real exception to prosperity, however, was shown in fire insurance business, the losses of the various companies having been as great as those in 1891, which was a disastrous year. The fires in this city were not extensive, and a fair profit was made on that business, but an extraordinary number of conflagrations, giving strong grounds for belief in incendiarism, occurred in many other localities. The numerous fires at Milwaukee absorbed twice over the premiums of the whole State of Wisconsin; the city of St. Louis consumed all the profits of the Missouri business, and the premiums of the State of Nebraska were used up by fires at Omaha, while losses elsewhere were heavy.

After allowing for duplications in the different trades in the same manner as the estimate has been made in previous years, for which the sum of 26,600,000*l.* has been deducted, the total trade of the city of Chicago in 1892 is calculated at 317,113,400*l.*, against 300,825,000*l.* in 1891. The increase in produce trade is calculated at 2 per cent. over the preceding year, the wholesale trade is estimated to have increased 10 $\frac{7}{8}$ per cent., and the manufacturing trade 3 $\frac{3}{8}$ per cent. This estimate, which is irrespective of the value of real estate business, includes only such transactions as have been followed by delivery from producer to consumer, and is calculated on the first selling value of goods received, except the precious metals, with the additional value they may have acquired by local manufacture. It does not reach to one-third the amount of the clearings of the associated banks, which indicate the prosperity which has existed; in 1891 the clearings amounted to 918,944,000*l.*, and in 1892 to 1,058,921,900*l.*, or an increase of 139,977,900*l.*, while 6 years ago they reached the sum of 537,944,000*l.* only. Thus the bank clearings of Chicago have now surpassed in magnitude those of Boston, and are only exceeded in the United States by those of New York. The total trade may not seem to bear a very large percentage of increase over that of 1891, but it must be borne in mind that every year has shown an increase in the volume of business done, notably the year 1890, when the increase was 17 $\frac{1}{2}$ per cent., and that all these gains have been maintained, and an additional increase of 5 $\frac{3}{8}$ per cent. has been secured. It is an increase of as nearly as possible 50 per cent. in 10 years, and of 300 per cent. compared with the trade of 20 years ago; in 1860, 32 years ago, the whole volume of trade was scarcely 20,000,000*l.*, and in 1850 it only amounted to

4,000,000L, or about one-seventy-seventh of the expansion it has developed in 42 years. The substantial gain in value and the large increase in volume of trade, together with the continued rise in the value of real estate, has sufficed, without mention of the Exhibition, to make Chicago at the present time the most prosperous city in the most prosperous country in the world, and, perhaps, nowhere has such an extraordinary scene of activity prevailed during any year as at Chicago in 1892.

Produce Trade.

The receipts and shipments of the principal articles of produce, according to statements of the Board of Trade and other sources, were as follows compared with the year 1891.

RETURN of the Principal Articles Received and Shipped at and from Chicago during the Years 1892-91.

Articles.		1892.		1891.	
		Received.	Shipped.	Received.	Shipped.
Flour	Barrels	5,919,343	5,710,629	4,516,617	4,048,129
Wheat	Bushels	50,234,565	43,833,795	42,931,258	38,990,169
Corn	"	78,510,385	66,104,220	72,770,304	66,758,300
Oats	"	78,827,985	67,332,322	74,402,413	68,771,614
Rye	"	3,633,308	2,775,600	9,164,198	7,572,991
Barley	"	16,989,278	10,438,281	12,228,480	7,858,108
Grass seeds	Lbs.	53,228,779	60,670,835	66,166,230	55,152,971
Flax seed...	Bushels	9,473,324	8,802,220	11,120,138	9,990,798
Cured meats	Lbs.	179,965,327	743,869,554	206,898,968	751,684,862
Canned meats	Cases	92,998	1,428,331	41,744	1,253,450
Dressed beef	Lbs.	149,496,436	1,212,344,343	105,061,775	877,295,853
Pork	Barrels	16,934	294,781	13,970	278,553
Lard	Lbs.	68,371,502	398,915,558	74,021,945	362,109,099
Cheese	"	64,396,960	48,504,956	63,922,939	50,204,235
Butter	"	154,128,700	139,118,655	127,765,048	140,737,620
Live hogs	Number	7,714,435	2,926,945	8,600,805	2,962,514
Cattle	"	3,511,796	1,121,675	3,250,359	1,066,264
Sheep	"	2,145,079	493,368	2,153,537	688,205
Calves	"	197,576	31,004	205,383	48,331
Horses	"	86,998	74,368	94,396	87,273
Hides	Lbs.	110,082,233	229,711,358	110,981,894	198,571,824
Wool	"	28,388,364	44,396,698	35,049,664	67,189,677
Lumber	Met. feet	2,203,874	1,060,117	2,045,418	865,949
Potatoes	Bushels	5,563,950	897,590	2,250,000	"
Eggs	Cases	2,153,032	1,653,118	1,508,477	"
Piped oil	Barrels	4,500,000	"	4,062,500	"

* Unknown.

Cereals.

The total receipts of flour and grain in bushels amounted to 255,832,554 bushels, against 232,821,429 bushels in 1891, and the quantity shipped was 216,182,008 bushels, compared with about 212,000,000 bushels in 1891. The harvest was nearly 25 per cent. less in 1892 than in the preceding year, but the great difficulty which was experienced by the railways in providing means for transportation threw the shipments of grain largely into last year, and with regard to corn the movement scarcely ever begins before quite the end of the year in which it is produced. The receipts of

cereals were therefore larger, but on account of lower prices the value is estimated at 2,020,620*l.* less than in 1891, or a total of 26,020,620*l.*

Arising from various causes, amongst which may be mentioned *Wheat.* an improved supply from other producing countries for the European markets, there was an almost gradual and continued fall in the price of wheat. No. 2 spring wheat fell from 3*s.* 7*d.* in January to 2*s.* 11*d.* in December, the average price having been 3*s.* 3½*d.*, against 4*s.* 1*d.* in 1891 and 3*s.* 8*d.* in 1890. The 50,234,555 bushels received were only valued at 7,608,247*l.*, or 185,567*l.* more than the 42,931,258 bushels received in 1891. It was the same with flour, and the 5,919,333 barrels were valued at very little in excess of the 4,516,617 barrels received in 1891.

Corn, on the contrary, rose from 1*s.* 7*d.* in January to 2*s.* 2*d.* in *Corn.* May, when after some fluctuations there was a gradual fall to 1*s.* 8½*d.* in December, the average value of No. 2 corn having been 1*s.* 10*d.*, against 2*s.* 5*d.* in 1891 and 1*s.* 7½*d.* in 1890.

The market for oats showed nothing remarkable beyond a rise *Other grain.* in the summer, which was fairly maintained to the close of the year. Prices, however, were lower than in 1891, when they averaged 1*s.* 7½*d.*, while in 1892 the average was 1*s.* 3½*d.* The total value of receipts of oats is estimated at 5,101,030*l.*, or about the same as those of the preceding year. Rye showed a decided decline from the beginning to the end of the year, the average price having been 2*s.* 9½*d.*, against 3*s.* 5*d.* in 1891. The market was affected by the large surplus quantity of low-grade wheat, and the value of the receipts, which were four-ninths of those of 1891, was only about one-third of that of the year before. The crop of barley was indifferent in many parts of this district, and the price varied from 2*s.* to 2*s.* 8*d.*

The supply of hogs was short, and when the fact was fully *Live stock.* realised prices rose to a high figure. Early in the year the value *Hogs.* per 100 lbs. varied from 17*s.* to 1*l.* 0*s.* 7*d.*; during the last 4 months the price was abnormal, as high as 1*l.* 8*s.* having been paid. The rise was in contradiction to the general turn of the market, as it is usual that when the winter packing season comes on, and large quantities are shipped for sale, the value falls; the price was 8*s.* to 10*s.* higher than at the same period in 1891. The products consequently experienced a considerable rise in the summer, when the prospect of a short supply of animals was confirmed. Lard especially was affected, and, though the summer rise was not maintained during the time of the cholera scare, the late autumn showed a further increase in price, and at one time in November lard fetched 5½*d.* per lb. Cash pork also rose to 3*l.* 2*s.* 1*d.* per 100 lbs., the average price was 2*l.* 6*s.* 7*d.*, against 2*l.* 2*s.* 1*d.* in 1891; and the average price of lard was 1*l.* 10*s.* 4*d.*, against 1*l.* 5*s.* 9*d.* in the preceding year. The number of hogs received was 7,714,435, nearly 900,000 short of the number in 1891, but the price being higher, the valuation was but little short of that of the 8,600,805 received in 1891.

Chicago has for a long time been the central market for all that *Cattle.*
(1562) A 4

great territory which extends westward across the Mississippi and Missouri Valleys to the Rocky Mountains, and largely absorbs the cattle growing resources of that immense district from the ranch State of Texas to the frontier of Canada. Though many animals are bought for the smaller packing establishments in other cities west of Chicago, at no place can the same number be consumed, nor in any other cities are buyers so generally represented as at this great centre of distribution. For the last few years the beef packing business has taken a wide expansion, and the year 1892 shows the largest number of cattle yet received, surpassing that of 1890, when 3,484,280 reached the city. In 1892 the receipts were 3,511,796, and in 1891 3,250,359. The price paid for half-fed cattle was low, but good animals sold fairly well, although on account of the large number marketed the price was at no time high, nor did the bulk of the supply consist of well-fed farm animals. The value ranged from about 18s. 6d. to 1l. 3s. 6d. per 100 lbs.

Sheep.

The arrivals of sheep were much about the same as in each of the last two years, but the shipments were nearly one-third less. There were 2,145,079 received and 483,368 shipped, leaving 1,661,711 consumed in the city or used in the packing establishments.

Horses.

Good horses were in great demand for the East at good prices, but the number received was not equal to the receipts in 1891. About 74,368 were shipped, out of 86,998 received.

The expansion which Chicago has developed as a live-stock market will be seen by the following comparison with 10 years ago:—

Year.	Cattle and Calves.	Hogs.	Sheep.	Horses.	Aggregate Value.
	Number.	Number.	Number.	Number.	£
1882	1,607,496	6,817,504	620,887	13,866	40,550,560
1891	3,455,742	8,600,905	2,153,537	94,396	49,368,600
1892	3,709,372	7,714,435	2,145,079	86,995	62,337,320

Dairy products.

The receipts of butter were unusually large, 154,280,000 lbs., representing a value of 6,366,700l., and the shipments amounted to 139,118,655 lbs. The average price of good cream butter was 1s., and including the lower grades the average price was 10d. which shows that the proportion of poor butter was less than usual.

There was a less demand for cheese for export, and a greater demand for home consumption. The average market price of all cheese received was 4½d. Of the 94,397,000 lbs. received 48,505,000 lbs. were shipped.

Fruits.

The fruit season in this part of the country was unfavourable but large quantities continue to arrive from California, Florida, and other localities, and prices were higher than usual. The value of fruit received from California alone was about 824,750l. against 655,700l. in 1891.

The egg trade has immensely increased; in round numbers Eggs. 2,153,000 cases of 30 dozen were received against 1,508,000 cases in 1891, and 1,653,000 cases were shipped. The average price was 9d. per dozen. The total value was 2,398,000*l.* compared with 1,565,000*l.* in 1891.

Wholesale Trade.

The wholesale trade was in an eminently prosperous condition, and the increase of 11 per cent. in the estimated value of business done is considered, by no means, to represent the full advance made. Throughout the year there was a tendency towards lower prices, which had a general character, except in some branches of the dry good business; the increase in volume of trade is said to have greatly exceeded the advance represented by the money value, and there is scarcely a branch of the wholesale business which does not show an increase in volume of business done. Prosperity seems to have ruled throughout and in certain articles of luxury, in jewellery, musical instruments, furs, and carriages the increase was especially remarkable. As previously observed this may be greatly accounted for by the large amount of ready money available from the harvest returns of 1891, but it may also in some measure be owing to increase of population and the impetus given by preparations for the Exhibition; the influence of the latter is distinctly observable in the brick, stone, marble, terra cotta and other industries connected with the building trade, in some of which the advance is valued at 50 per cent.

The dry goods and carpet business shows an advance in value Dry goods and carpets. of about 1,628,900*l.* Carpets improved about 1½*d.* per lb. in price towards the close of the year, but the demand, which is doubtless being since made for fitting up many of the new hotels and buildings on account of the Exhibition, had scarcely begun to be felt before the year was over. Cottons have risen in price, especially bleached cottons, and some goods have increased 15 per cent. in value. Fine cotton satines are much imported for printing here. Clothing, boots and shoes, millinery and business of that nature show a large advance in business done. The total sales in the dry goods and carpet trade amounted in round numbers to 21,917,500*l.*

The volume of business done in the grocery trade is estimated Groceries. at a value of 12,845,400*l.*, or about 10 per cent. more than in 1891. A feature in the trade was the increased consumption of tea, and a tendency towards a preference of Ceylon and Indian teas over those of China and Japan, which were formerly the only varieties consumed or known in these parts.

The furniture trade has been unusually active in consequence Furniture. of preparations to accommodate visitors to the Exhibition, and the great influx of strangers. This city has for some time been a great centre for the manufacture of furniture, and the great demand for new hotels and other buildings has greatly increased the business

done. Sales of local manufactured goods, valued at about 5,000,000*l.*, were supplemented by the less fine productions of factories outside the city to the estimated extent of 2,000,000*l.*

Lumber.

The vast quantity of lumber required in the construction of the Exhibition buildings and other erections caused an exhaustion of stocks, and an increase in the market sales of about 200,000,000 feet is greatly owing to this cause. The total quantity sold in the Chicago market is estimated at 2,300,000,000 feet, and at advanced prices.

Other goods.

Increase in trade in furs, musical instruments, as well as in jewellery is especially noticable, but there is no branch of wholesale trade which does not show some increase in the value of business done in 1892 as will be seen in the following comparison with the three preceding years :—

Articles.	Value.			
	1889.	1890.	1891.	1892.
	£	£	£	£
Dry goods and carpets	18,062,000	19,326,000	20,292,000	21,175,000
Groceries	11,134,000	11,691,000	11,691,000	12,860,000
Lumber.. ..	7,423,000	7,601,000	8,041,000	8,866,000
Manufactured iron ..	3,202,000	3,202,000	3,504,000	4,115,000
Clothing	4,433,000	4,433,000	4,742,000	5,366,000
Boots and shoes ..	4,742,000	5,340,000	5,670,000	6,237,000
Drugs and chemicals ..	1,402,000	1,464,000	1,567,000	1,711,000
Crockery and glassware	1,051,000	1,132,000	1,237,000	1,340,000
Hats and caps	1,237,000	1,443,000	1,650,000	1,814,000
Millinery	1,340,000	1,443,000	1,443,000	1,568,000
Tobacco and cigars ..	2,778,000	2,237,000	2,371,000	2,608,000
Fresh and salt fish and oysters	1,060,000	1,126,000	1,134,000	1,247,000
Oils	825,000	825,000	928,000	1,030,000
Dried fruits	722,000	887,000	887,000	969,000
Building materials ..	765,000	919,000	928,000	1,670,000
Furs	309,000	309,000	361,000	449,000
Carriages	338,000	382,000	413,000	474,000
Pianos and musical instruments	1,366,000	1,485,000	1,608,000	1,850,000
Music books, sheet music.. ..	107,000	119,000	129,000	148,000
Books, stationery, wall paper.. ..	4,268,000	4,536,000	4,536,000	5,155,000
Pig-iron.. ..	3,340,000	4,131,000	4,227,000	4,804,000
Coal	4,792,000	5,170,000	5,361,000	6,185,000
Hardware, cutlery ..	..	3,608,000	3,984,000	4,586,000
Wooden, willow-ware..	592,000	652,000	722,000	783,000
Liquors.. ..	2,371,000	2,845,000	3,093,000	3,402,000
Jewellery, watches, diamonds	3,505,000	4,206,000	5,155,000	5,928,000
Leather and findings ..	495,000	520,000	567,000	619,000
Pig-lead, copper ..	775,000	1,168,000	1,237,000	1,312,000
Miscellaneous	1,587,000	1,883,000	2,287,000	1,670,000
Total	91,959,000	100,372,000	106,631,000	118,351,000

Manufactures.

Owing to the falling-off in the supply of hogs and consequently a diminution in the product of that branch, the whole manufacturing business of the city shows a comparatively small percentage of increase, when the advance made in previous years is referred to. The manufacturing trade in general, however, is continually and largely extending, and in some branches, especially that of building materials, the year shows a great advance. Altogether the decrease in the packing business has been made up in other industries, and an increase of $3\frac{1}{2}$ per cent. in the value of manufactured goods has been made. The number of manufacturing firms is now 3,433 against 3,307 in 1891. The capital employed increased during the year from 43,361,000*l.* to 47,260,000*l.*, chiefly owing to investments in the iron and steel, packing, brass and copper, textile and provision industries. The number of hands employed rose from 180,870 to 186,085 and the wages paid from 21,588,000*l.* to 23,575,000*l.* For the reason already stated, and lower prices in some goods, the whole value of product only increased from 116,910,000*l.* to 120,894,000*l.*, or 3,984,000*l.*

The packing business was in the least satisfactory condition last year of any of the manufacturing trades. The hog product, owing to the short supply of hogs, was valued at 11,402,000*l.* against 12,371,000*l.* in 1891, and consequent on larger shipments of cattle, the beef packing product decreased in value from 11,340,000*l.* to 8,927,600*l.* There were 2,600 fewer hands employed and the total sum of wages paid was about 200,000*l.* less, and amounted to 2,882,000*l.* The value of the whole products, including lard, stearine, butterine, &c., fell off more than 3,000,000*l.* notwithstanding higher prices, and is estimated at 24,478,000*l.* against 27,600,000*l.* in 1891 and 28,304,000*l.* in 1890. There are in this city 20 pork packing, and 12 beef packing establishments, 20 lard and stearine, 5 butterine, and 18 sausage factories. Packing.

With regard to the iron and steel trade there has been great demand for building purposes, but rails have been in little request on account of the small mileage of new road constructed. The Illinois Steel Company, which employs about 9,000 hands, pays about 1,300,000*l.* yearly in wages, consumes 85 per cent. of the iron ore which is delivered here, and has recently extended its immense works, does not produce the girders and architectural steel which are so much used in the framework and construction of tall buildings; some arrangement has apparently been made by which this work is done in Pennsylvania, and to Chicago is left the manufacture of all steel rails required; the probability is that materials for construction thus cost the builders considerably more than was necessary. The demand for architectural iron has Iron and steel.

lately been in excess of supply, and delay in delivery, partly caused by the strike at the Homestead works in Pennsylvania, has in many instances caused inconvenience to contractors in this city. The different branches of the iron and steel industry in Chicago are of great importance and yearly increasing, about 30,000 hands being employed. The tonnage of pig-iron made last year was the largest ever turned out, and notwithstanding that increased consumption reduced the stocks in hand prices were lower than in 1891. Steel rails were maintained at nearly 6 $\frac{1}{2}$ 8s. per ton first quality. The six rolling mills in Chicago turned out a product last year valued at 5,005,150 $\frac{1}{2}$., and the 62 foundries a value of 2,309,280 $\frac{1}{2}$.. There are 78 machinery and malleable ironworks, which produced a value of 1,958,800 $\frac{1}{2}$., and the five car-wheel works a value of 1,000,000 $\frac{1}{2}$.. The whole number of establishments in the iron and steel industry, counting boiler, steam-fitting, stove, barbed-wire and other works, is now 340 against 316 in 1891, and the aggregate product last year was valued at 14,934,000 $\frac{1}{2}$.. against 14,577,000 $\frac{1}{2}$.. in 1891; the capital employed in these works increased by 1,150,000 $\frac{1}{2}$.. and amounted to 10,244,000 $\frac{1}{2}$.. The production of iron from the Lake Superior district, which is the great source of supply for a large part of the United States, is now so numerous, and so many new mines have been opened, that prices cannot be so easily manipulated. The total lake shipments from the mining regions of Marquette, Menominee, Gogebec, and Vermillion are said to have numbered 8,475,675 long tons, and the total production to have been more than 9,000,000 tons. Some portion of this, however, is believed to have remained unsold at the ports of consignment. The production of ore from the whole Lake Superior district up to the present time is stated to have been 73,660,873 tons, of which 13,053,923 tons were produced from the Gogebec, and 5,272,676 tons from the Vermillion mines in Minnesota, the other mines being in the State of Michigan. The Gogebec district increased its output last year by nearly 1,000,000 tons, and the Vermillion mines by nearly 250,000 tons. The lately discovered Messaba mines, 60 miles west of Duluth, from which the first shipment was made late in last year, promise to be extremely productive.

Brass and
copper, &c.

The 155 establishments, engaged in the manufacture of brass and copper and other metals, turned out a value of 10,785,000 $\frac{1}{2}$.. against 9,390,000 $\frac{1}{2}$.. in 1891, of which the four smelting and refining works produced 5,724,000 $\frac{1}{2}$.. The jewellery manufacturers turned out a product valued at 567,000 $\frac{1}{2}$.. against 500,000 $\frac{1}{2}$.. in 1891. The 34 tin, stamped and sheet metalware industries produced a value of 1,546,000 $\frac{1}{2}$.. against 1,541,000 $\frac{1}{2}$.. in the preceding year. The manufacture of wagons and carriages, which has largely increased, was valued last year at 850,000 $\frac{1}{2}$.. and of agricultural implements at 4,082,500 $\frac{1}{2}$.. The total output of the manufactures of wood and iron was about 8,950,000 $\frac{1}{2}$.. against 8,495,000 $\frac{1}{2}$.. in 1891.

Wood.

There are 477 establishments in the wood-working industry, of which 260 are furniture manufactories. These latter turned out a value of 5,152,600 $\frac{1}{2}$., an increase of about 822,600 $\frac{1}{2}$.. compared

with those of the preceding year, owing to the demand for equipment of new buildings; the chief specialities of Chicago manufacture are upholstered goods, which were made to the value of 1,237,000*l.*, and folding beds now so greatly used in hotels and boarding houses, and even in private houses. The production of the planing mills, sash, door and staircase factories increased 15 per cent. owing to the same demand, and was valued at 2,371,000*l.* The piano and organ works factories continue to augment their works, and the output last year was estimated at 1,546,000*l.*, or an increase of 103,600*l.* over the value in 1891. It was last year mentioned what marvellous development has taken place in the manufacture of these articles in so short a time. The total manufactures of wood are estimated at a value of 10,684,000*l.*, or an increase of 1,191,000*l.* over that of the preceding year. There was a corresponding increase in the number of hands employed, and the wages paid are calculated at 3,587,000*l.*, or an addition of 800,000*l.* to the sum paid in 1891.

The industries in brick and stone profited enormously from the demand caused by the large number of new buildings erected, and produced a value of about 3,267,000*l.*, being nearly 50 per cent. more in value than was turned out the year before. The number of bricks made is said to have been 725,000,000; the average price was 1*l.* 9*s.* per 1,000 against 1*l.* 2*s.* 2*d.* per 1,000 in 1891. Pressed bricks sold for 3*l.* 14*s.* 3*d.* per 1,000, and 40,000,000 bricks were produced, being nearly double the quantity made in 1891, and prices were higher. The demand could not be wholly supplied by local manufacture. Stained glass was also in increased request for the more expensive buildings erected, and in consequence of great demand elsewhere. There were 233 establishments in the brick and stone industries in 1892 and 212 in 1891; the total sum paid in wages is said to have been 50 per cent. more than in the latter year.

All other branches of manufacture show increased production except distilleries. The clothing industries produced an increased value of about 10 per cent. The stationery and book-publishing business and all industries connected with printing had a prosperous year.

The capital employed in the entire manufacturing industries of Chicago has almost doubled in the last 4 years, and the product has increased by about 45 per cent. There seems every prospect of further development; the vast railway system and the great lakes afford peculiar and unlimited facilities for transportation, which are ever attracting the attention of manufacturers, and the home market is continually expanding. As the value of real estate in the centre of the city has already risen to so high a point there seems much probability of fresh enterprises eventually finding location along the lines of railway in the environs, where the same advantages of distribution almost equally exist within easy reach of the heart of Chicago. There are indications that before many years are over Chicago will become the leading manufacturing city in the United States, which is and has for some years been the

greatest manufacturing country in the world. The increase in value of manufactured products of the works, according to the last census, was $148\frac{3}{4}$ per cent. in 10 years. During that period from 1880 to 1890 the amount of capital invested in manufacturing industries increased $313\frac{3}{4}$ per cent., the number of establishments by $155\frac{1}{2}$ per cent., the number of hands employed by $143\frac{1}{2}$ per cent., and the wages paid by $228\frac{1}{2}$ per cent., while the population increased $118\frac{1}{2}$ per cent. The population of the city is now about 1,500,000, or about 300,000 more than in 1890.

Real Estate and Building.

The great boom in real estate, which commenced in the course of 1889, has continued and been well maintained, though the number of transfers last year scarcely equalled that of either of the preceding ones. The real estate sales, which 5 years ago amounted, in round numbers, to 19,150,000*l.*, rose to 28,000,000*l.* in 1889, and 42,400,000*l.* in 1890. In 1891 they amounted to 40,950,000*l.*, and in 1892 to 36,700,000*l.* In 1891 there were 20,800 transfers of real estate of the value of 200*l.* and upwards for an aggregate consideration of about 29,000,000*l.*, and in 1892 the number was 19,283, and the consideration 31,581,000*l.* The value of property in the central business part of the city, which does not extend much above a half mile square, may be judged from the actual sales during the past year; the transactions have been *bonâ fide*, and not speculations. The highest rate paid was for a small lot at the corner of Madison Street and Dearborn Street, for which 51*l.* 11*s.* was given per square foot for an area of 40 feet by 20 feet; this was an exceptional transaction. The next highest price paid was 27*l.* 8*s.* 5*d.* per square foot for a lot in a good situation, and several transfers ranged between that price and 10*l.* per square foot, while prior to last year the rate of 20*l.* per square foot had never been exceeded. In these valuations the building standing on the ground practically counts for nothing, as the purchases are made with a view to improvement and removal of the building. A still higher standard of value seems to have been established since last year, and very high rates for real estate in the heart of the city are now being realised. Leases of business property for 99 years were last year occasionally made; and are now becoming not uncommon. A 99 years' lease has lately been concluded for a building 90 feet by 91½ feet at the corner of Washington Street and State Street, on a basis at 5 per cent. of 3,200*l.* a front foot, or about 37*l.* 18*s.* 9*d.* a square foot; another, in not quite so prominent a situation, on a basis of 2,000*l.* a front foot. As above mentioned, in these cases the building, even if appraised at a value of 4,000*l.*, is not considered, and the price is practically a ground value. The sale of lease of an improved modern structure is very rare; the new office building, however, the Phoenix building, was sold last year for 309,280*l.*; and another improved corner building, diagonally opposite, 90 feet

by 100 feet, the sum of 500,000*l.* is said to have been refused. A property leased 4 years ago at 5,000*l.* a year has been re-leased this year for the balance of the 99 years for 8,000*l.* a year, and the lessee will pull down the building and erect a new one at a cost of over 200,000*l.* In other parts of the city real estate has been well maintained in value, and in most cases transferred at increased prices. The demand, at advanced rates, for good residential property in the environs and beyond the business quarter, with a view to the erection of private mansions, indicates the vast wealth accumulated, and there seems to be an opinion that the advance is of a permanent character, and will go still further. Little fear is entertained of a fall in the value of real estate or house property after the Exhibition is over. Even on the south side, in the vicinity of Jackson Park, where property rose during the last 2 or 3 years 300 per cent. or 400 per cent. in value, and in some cases more, from proximity to the Exhibition, it is thought that there may be a temporary lull when the Exhibition is closed, and a possible difficulty of realising, but the great facilities of transportation which the Exhibition has given to the neighbourhood are considered to have permanently and greatly increased the value of property.

In the central business part of the city the erection of office Building- and store buildings has continued with fully the same activity as in the two preceding years. More than 2,000,000*l.* were thus expended in 1892, chiefly in office and wholesale constructions, the steel frame system being universally adopted. Those which were contracted for and built during the year in this part of Chicago at a cost exceeding 100,000*l.* each are as follows:—The Illinois Central Railway Depôt, 1,000,000 dol.; the annex to the Auditorium Hotel, 1,000,000 dol.; addition to Marshall Field's dry goods retail house, 800,000 dol.; the Columbus Building, 800,000 dol.; addition to Monadnock Building, 800,000 dol.; the Old Colony Building, 600,000 dol.; the Hartford Building, 600,000 dol.; and the Young Men's Christian Association Building, 600,000 dol. The great value of property in this limited area caused the present tall buildings, rendered possible by the adaptation of the elevator or lift, to be erected. No new permits are now issued for these very lofty constructions, and the city ordinance, lately passed, will probably be put in force limiting the height to 130 feet.

The total constructions of the year 1892 in the whole city numbered 13,194, with a frontage of 327,573 feet, at a cost of 16,686,000*l.*, to which must be added about 20 per cent. above contract price. In 1891 11,805 buildings were erected, with frontage of 282,672 feet, and the sum expended was 11,414,000*l.*; thus, roughly speaking, in the last 2 years more than 28,000,000*l.* have been spent in constructing 25,000 buildings, with a frontage extending 115½ miles. In 1890 the buildings erected cost, at contract price, 9,757,000*l.*, and in 1889 5,168,000*l.*, before which time the annual cost of constructions had not exceeded 4,000,000*l.*

On the north and west sides of the city building was ex-

tensively carried on, and on the latter 3,620 constructions, with a frontage of 92,664 feet, were erected, at a cost of 3,000,000*l*. The largest amount of money was, however, expended on the south side, and in the Hyde Park district alone, adjacent to the Exhibition grounds, 3,204 buildings were constructed, with frontage of 85,366 feet, at a cost of 4,787,000*l*. A number of hotels and apartment houses have sprung up in all parts of the city, but it is in the above district, which includes the environs of Jackson Park, that this class of construction has taken the widest expansion, with a view to accommodate visitors to the Exhibition. Over 100 large hotels have been built, or are nearly completed, in that neighbourhood, a few of them capable of accommodating 1,000 visitors each; some are only temporary constructions, and will not be used for hotel purposes after the year is over, but some are permanent, well-constructed buildings. Counting the smaller hotels and apartment houses capable of holding about 50 people each, the total number built near Jackson Park is 278. Some are arranged to meet the requirements of the working class, with rooms at about 4*s*. a night, others at varying prices up to 1*l*. per day on the American principle, or less where no objection is felt to share the accommodation of a room with others, while the charge at first-class hotels varies from 16*s*. to 1*l*. 10*s*. per day on the American system, and at a few still higher prices are asked per head. It may be doubted if high prices will be maintained after the opening of the Exhibition. It is quite unusual for so many furnished houses to be available for rent as at present, but rates are extremely high, and it is very questionable whether, except in the case of a large family, housekeeping is more reasonable than hotel life. The cost of living is different to what it was even a few years ago, and servant's wages have greatly risen, and now vary from 1*l*. to 1*l*. 15*s*. per week, with all found. Rents, which had been gradually increasing for the last few years, have again risen in all parts of the city, and even at the extreme opposite direction to the Exhibition grounds the rise is at least 25 per cent. In anticipation of these extra prices, leases were not entered into beyond the end of April this year, and notice of increase has been almost universal. Articles of food have been also rising in price for some time, and it is difficult to calculate a less increase in general cost of living than from 25 per cent. to 30 per cent. above the cost of 1 year or 2 years ago, while many articles have increased in higher proportion.

Public
buildings.

The new public library, which is in course of construction in the central part of the city, will be a very large and important construction; the foundations are laid and the superstructure commenced. The library at present contains more than 187,000 volumes.

A new court-house is being constructed on the north side of the city.

Newberry
library.

Among the quasi public buildings may be mentioned the Newberry Library, which is nearly completed, and will be open this year, and has been erected from funds bequeathed by the late

Mr. Newberry. The reading rooms are open to the public in their temporary quarters from 9 A.M. to 5 P.M. and 7 P.M. to 10 P.M. every week day, and, besides current periodicals and journals, the library contains about 100,000 volumes.

The art institute on the lake front in the heart of the city, a ^{Art institute.} permanent building of limestone, with base of granite, is now finished. It is 320 feet long, with a mean depth of 175 feet, and two stories high, with two central courts. Temporary arrangements are added in these interior courts, with main and gallery floors for the accommodation of the Congress Auxiliary of the World's Columbian Exposition, the two halls being capable of holding 3,000 persons each, and here the meetings of the Congress will be held. The building has cost 130,000*l.*, of which 40,000*l.* was subscribed by the Exhibition. After the Exhibition is closed the Institute will contain the galleries and school of arts, which now numbers 600 students.

Five years ago the University of Chicago was not thought of, ^{University.} and now there are 12 fine buildings of English Gothic architecture, either finished and occupied or in course of construction, on 25 acres of land owned by the University in the neighbourhood of Jackson Park near the Exhibition grounds, where 3 years ago was a marsh. The University has now a large staff of professors, selected from other institutions in the country and Europe, and about 1,000 students. Its origin and rapid growth are greatly owing to the generosity of Mr. Rockefeller, who in 1889 offered an endowment of 120,000*l.* if a committee could raise the sum of 80,000*l.*; this sum was quickly raised, and about the same time a merchant of Chicago presented the University with 12 acres of the ground on which the buildings now stand. Further gifts came in, and up to the present time the total donations amount to 1,284,000*l.*, of which Mr. Rockefeller alone has contributed 754,000*l.* The sums given in 1892 amounted to 711,500*l.*, and among the gifts was the offer of a telescope, to be the largest and most powerful in the world, which, with the observatory in which it will be placed, will cost more than 150,000*l.* The University was opened last October with a faculty of 115 professors, men and women. One of the features of its regular work will be university extension and a system for the education of the masses.

A magnificent gift was last year presented to the city, and ^{Armour} entitled the Armour Institute, after the patriotic and public ^{Institute.} benefactor of that name. It consists of a large and handsome building already completed, and fitted interiorly with marble wainscoting on every floor, marble arches, and marble bath-rooms, and the gift was accompanied with an endowment of 289,000*l.* It is to be used as a manual training school and an institute for every branch of science and art; it is fitted with laboratories, forges, gymnasium, and library, and contains electrical, lecture, and other rooms for domestic sciences. It is intended as a benefit to young men and women of every class, to be within the range of the poorest, and is taking the form of a school of technology.

Water supply. The condition of the water supplied to the city has been much talked about, and there is little doubt that it is far from what it ought to be, considering the vast expanse of perfectly pure water from Lake Michigan so close at hand. The trouble is that the Chicago River is an open sewer, flowing sluggishly sometimes up stream and sometimes down stream according as the pumping-power exceeds the natural flow; and in the spring particularly, when heavy rains are most frequent, the present power is inadequate to cope with the flush, and to pump the river water into the canal, from whence it should find its way down the Illinois River to the Mississippi, and consequently the flow is into the Lake. At that season it is especially necessary to boil and filter the water for drinking purposes, as pollution reaches some distance into the Lake. An important work has been completed in the new tunnel and crib four miles distant from the shore which was opened at the close of the year, but still some of the supply of water to the city is derived from the old two-mile crib, and it is prudent at all times to boil and filter the water before drinking. The tunnel on the south side which is to supply Jackson Park is not yet finished, but the Exhibition authorities have prohibited the supply of drinking water inside the grounds which is not filtered, and a large number of fountains of filtered water are provided for the public. The quantity of water supplied to the city last year was 71,035,000,000 gallons.

Other works. Amongst other improvements conducted by the Public Works Department during the year may be mentioned 104 miles of new sewers constructed, 799 miles of new sidewalk constructed, and 134 miles repaired, and 108 miles of streets paved, making 878 miles of streets paved, while the total length of streets in the city is 2,370 miles. Crematories are in course of erection for the destruction of garbage and refuse, which will probably be in operation in the course of the summer, and be of great benefit to the city in a sanitary point of view. The system is already at work in the Exhibition grounds.

Health. The general healthfulness of the city showed a great improvement over the condition in 1891, when the death-rate was 22.02 per 1,000, and typhoid fever was prevalent. Last year the death rate was 18.23, or from natural causes 17.4 per 1,000, and stood probably lower proportionately than in any other large city. Of special diseases pneumonia carried off the largest number of victims, 2,370, against 2,898 in 1891; phthisis, 2,157, against 2,120; and typhoid, 1,479, against 1,997 in 1891. The deaths from the different diseases under which they are classed were as follows:—Zymotic, 7,084; constitutional, 3,693; local, 12,519; development, 1,148; and violence, 1,565. Under the head of violence there were 1,242 deaths from accidents, against 1,158 in 1891, 79 from homicide, and 244 from suicide. The climate is undoubtedly healthy, though the sudden changes and extreme range of temperature render it trying to Europeans and natives of southern climes. In the month of January this year the

mean temperature was 12 deg. Fahr., ranging as low as 18 deg. below zero, and a change of 30 deg. or 40 deg. in a few hours is not uncommon. It was reported that one day this winter the change of temperature at Dodge City, Kansas, in 24 hours was 82 deg., at Kansas City 65 deg., and at other parts of that State a change of similar character, though less remarkable.

Shipping.

The customs district of Chicago includes the two adjacent Shipping-ports of South Chicago and Michigan City, the former of which has quadrupled the tonnage entered during the last 10 years. To show the enormous traffic on the Lake system it may be mentioned that Chicago takes the fourth place among the ports of the world in importance as regards tonnage entered and cleared, the aggregate being nearly 12,000,000 tons, far exceeding any port in the United Kingdom, except London and Liverpool, and exceeds New York in the number, 21,123, of vessels entered and cleared; at the port of Milwaukee, 90 miles north on Lake Michigan, the number of vessels entered is nearly the same as at Chicago.

The following is a return of shipping at Chicago in 1892 compared with the three preceding years:—

Nationality.	Entered.		Cleared.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Coasting trade ...	10,411	5,903,387	10,263	5,809,249	20,674	11,712,636
Foreign trade—						
Canadian ...	61	35,257	62	38,463	124	76,720
American ...	84	27,982	241	120,625	325	148,607
Total, 1892 ...	10,556	5,966,626	10,567	5,968,337	21,123	11,934,963
" 1891 ...	10,224	5,524,852	10,394	5,506,700	20,618	11,021,552
" 1890 ...	10,507	5,136,253	10,547	5,150,615	21,054	10,286,868
" 1889 ...	9,802	4,521,886	10,023	4,629,184	19,825	9,151,070

Lake freights were not so high as was anticipated would be the case, in consequence of the bountiful harvests of 1891, and fell 25 per cent. below expectations, though a large increase in shipments of iron ore was certain. Freights on corn to Buffalo varied from $\frac{1}{2}d.$ to $1\frac{1}{2}d.$ per bushel, the average being just under $1d.$ Both the number and tonnage of vessels frequenting the port is yearly increasing, so that even should, as is thought, the iron and grain trade take still larger proportions, there seems little probability of any considerable rise in rates. The movement of produce by rail was so great that at times the railway lines, especially in the west, met with much difficulty in providing sufficient cars to supply demands. The freight on grain to New York varied from $10d.$ to $1s. 0\frac{1}{4}d.$ per 100 lbs. (the latter rate having been maintained late in the autumn, and $1s. 3d.$ for provisions. A certain allowance of $1\frac{1}{2}d.$ on freight eastward has been in force for the last year for cartage, which was formerly paid by the shipper.

(1562)

B 2

*Imports and Exports.***Imports.**

The following return, from information furnished by the customs authorities, shows the nature and value of the different articles of merchandise imported in bond at Chicago, compared with the three preceding years, thus covering a period before the McKinley Act came into force. It represents only a portion of the imports, as the majority of goods received for consumption here are entered and pay duty at the customs ports on the seaboard:—

Articles.	Value.			
	1889.	1890.	1891.	1892.
	£	£	£	£
Free goods	496,257	702,121	672,482	827,816
Ale, beer, porter ..	8,312	10,377	9,747	12,889
Art materials	13,369	15,248	9,650	12,119
Books, printed	9,220	10,624	8,192	7,867
Brushes	4,322	5,600	7,187	6,465
Chemicals	6,681	3,871	5,772	2,200
China, glassware ..	106,836	115,710	171,765	173,445
Caustic soda	13,280	18,888	11,998	13,769
Cigars, tobacco, manu- factured	102,309	136,744	61,842	62,695
Cutlery	6,181	4,907	4,880	6,808
Diamonds, precious stones	66,103	74,486	25,853	51,906
Dressed furs	26,621	32,240	49,405	24,355
Dried fruits, nuts ..	70,003	113,050	66,050	67,700
Drug sundries	9,625	9,006	8,836	15,322
Dry goods	933,980	991,231	832,262	1,101,031
Fish, all kinds	40,117	31,371	48,501	54,919
Guns	9,506	8,940	4,414	1,261
Iron manufactures, wire	22,656	37,961	78,605	127,796
Jewellery	3,915	3,160	11,361	2,293
Leaf tobacco	41,273	34,326	42,298	79,739
Leather manufactures..	61,285	52,115	50,320	59,442
Looking-glass plates ..	2,000	3,455	11,950	18,172
Metal manufactures ..	32,422	45,222	57,530	71,483
Millinery goods	17,346	18,284	18,801	23,166
Musical instruments ..	39,704	43,216	43,890	41,739
Needles	2,445	2,328	272	275
Paintings, statuary ..	12,066	15,069	11,619	18,168
Paper manufactures ..	4,266	4,504	12,589	17,377
Paperhangings	924	459	1,682	2,311
Pickles and sauces ..	3,250	2,968	5,264	6,785
Plate window glass ..	16,534	12,214	8,509	7,380
Smoker's articles ..	1,818	2,616	5,559	4,308
Stone, marble	2,458	7,681	8,618	12,251
Tin-plates	296,925	336,599	328,094	270,042
Toys, fancy articles ..	25,532	24,796	15,802	31,785
Varnish	757	866	1,055	712
Wines, liquors	67,381	76,178	88,567	106,057
Wood manufactures ..	13,203	12,104	38,956	35,561
Total including a few other articles	2,785,018	3,174,617	3,116,653	3,585,257
Duties	1,040,984	1,069,582	1,233,730	1,544,035

From the above it will be seen that, so far as goods imported in bond to Chicago are concerned, there was an increase in value of 468,604*l.* over the value in 1891, in which year, on account of the quantity of merchandise imported in view of the McKinley tariff, the imports were slightly less than in 1890. The increase in value compared with the year 1889 was 800,239*l.*, nearly half of which must be put down to free goods. Of the 468,604*l.* above mentioned 155,334*l.* is owing to larger quantities of free goods, but it is presumable, as prices have been generally lower, that the increase in quantity of dutiable goods imported was relatively greater than the increased value.

Dry goods were imported to the increased value of 268,769*l.*, but the customs returns do not enable a comparison to be made as to the share British goods had in that amount. The import of millinery goods was also greater than in 1891. Cutlery recovered from the check caused by the McKinley Act, and was imported in greater quantity than before the Act, but the value of guns received has again decreased, and amounts to scarcely one-eighth of what it was four years ago. Manufactures of iron and metal largely increased, while tin-plate decreased in value of import by 58,052*l.* The value of drugs imported increased about 90 per cent. The import of diamonds and precious stones doubled in value, and amounted to 51,906*l.*, but does not come up to what it was before the Act, while jewellery was imported in less quantity, greatly owing to increased local manufacture. For the same reasons musical instruments show a falling off. Paintings and statuary were imported to more than 50 per cent. increased value, and all articles of luxury are in demand to meet the growing refinement of taste which accumulated wealth gives unlimited power to gratify.

Comparing the year 1889, before the McKinley Act came in force, with last year, it appears that the import of free goods increased from 496,257*l.* to 827,816*l.*, or 331,559*l.* The increase of dutiable goods from 2,288,761*l.* to 2,757,441*l.*, or 468,680*l.*, was not relatively equal to the increased population of the city in the three years, but taking last year, and especially during the first three months of this year, the increase in quantity of merchandise imported has proportionately exceeded the increase of population.

No very great value, however, can be given to these comparisons, the customs returns here, as already stated, representing but a small proportion of the goods imported, but, as far as they lead to any conclusion, and according to local opinion, there is but little to be said regarding the McKinley Act. A check occurred after the new duties came into force, surplus stocks having been purchased in anticipation of the duty. When these surplus stocks were exhausted prices rose for a time, but prices now are as low as before the Act, and imports are greater than ever. Whether the increase in imports would have been more pronounced had the Bill not passed is a question, but the effect seems to have been almost entirely confined to a few particular articles, notably pearl buttons, which are now entirely made in the country.

Manufactures are unquestionably extending; the United States has become the greatest manufacturing country in the world; but demand is ever on the increase, and there are many articles which cannot be, or are not yet, made in this country to the same perfection as in Europe. The demand for such articles is still increasing. Inquiries have been lately more frequent for the names and addresses of manufacturers in Great Britain of certain articles, and if a good commercial directory were periodically supplied to this Consular office it would probably be of public service in enabling a ready response to be given, so that parties here might place themselves in communication with houses in England, where the particular goods they require could be obtained.

Exports.

No record is obtainable of the exports from Chicago to Europe on through bills of lading. The exports to Canada consisted chiefly of grain, and amounted to 8,638,659 bushels.

Drawbacks.
Tin-plate.

The following table gives the amount of drawback on tin-plate to which the canned goods exported were entitled, together with the quantity of tin-plate so exported, compared with that of the preceding year:—

		Entitled to Drawback.		Amount of Drawback.	
		1891.	1892.	1891.	1892.
		Lbs.	Lbs.	£	£
Tin-plate	.. ..	8,735,992	7,333,187	18,542	32,008

With regard to this drawback on exported canned goods, it would seem to act as a premium on imported plate, home-made plates being entitled to no drawback, and to raise the price of such canned goods to the home consumer in a degree equivalent to 99 per cent. of the duty. Tin-plate can at the present time be purchased, delivered at Chicago, at the same general cost (1*l.* 2*s.* 3*d.*) as before the McKinley Act, or even a few pence cheaper, the lower price of the English manufacture being about equivalent to the duty. The increased tariff appears to have no effect here beyond giving a start to local manufacture, and it is thought that if the duty were now taken off, the enterprise is so firmly established that it would suffer but a temporary check. A strong opinion seems entertained that eventually the market will be supplied by home manufacture, though at present there is not sufficient made, and for many years there may not be much more made than to keep pace with increased demand. There are so many circumstances which influence a market that the price of an article in any one year can scarcely be judged on any one principle in comparison with that of another year, but it is a fact that the canners are now selling cans cheaper than before the McKinley Act was thought of. Omitting the years when anticipation or uncertainty of the extra duty acted on the market

and imports, the great canning houses here were selling in February, 1888, their 2-lbs. and 3-lbs. cans for fruit packing at 9s. 1d. per 100 cans, in 1892 at 7s. 10d. per 100 cans, and in 1893 at 8s. 0½d. at the same time of the year when large orders for the season are generally received.

With regard to the factories in operation in this district, Messrs. Norton, of Chicago, who consume about 1,000 boxes per day in their canning trade, are now turning out 800,000 lbs. of tin-plate a quarter from their new works and are preparing to make their own black plates; the St. Louis Stamping Company in Missouri, where the steel-plate is also made, turn out about 1,000 or 1,200 boxes a day; the Canning Steel Company of Chicago, and the Joliet Tin-plate Company have started their works, and the International Tin-plate and Refining Company of Chicago are prepared to do so. The total number of establishments in the United States in September, 1892, was 46, of which 32 were in operation and 10 were making or preparing to make their own black plates. The production of tin-plates or terne-plates from these factories for the year ended September 30, 1892, was, according to official reports, 13,646,719 lbs., and for the quarter ended the same day, 10,952,725 lbs. It is estimated that the production for the year ended September 30, 1893, will be 100,000,000 lbs., and for the quarter ended that day that the production will be at an annual rate of 200,000,000 lbs. The report for the last quarter of 1892 is not at hand, but it is stated that the 32 firms in operation in the United States now making tin-plates and terne-plates produced during that quarter 19,756,491 lbs. against the 10,952,725 lbs. produced in the September quarter.*

Notes on the West.

Though for many years attention has been drawn to the West, a true knowledge of its marvellous development has been limited, and even the wonderful progress of Chicago in enterprise and civilisation has scarcely entered within the scope of general observation. Within the last two years the name of this city, since it was decided that the international exhibition should be held here, has been brought prominently to the notice of every community, and every commercial interest in the world. It is the type of the western city, the type of advancement and activity, and perhaps at no period in the world's history can an example be shown of such increase of wealth, or such marvellous results accomplished in so short a time. It has outstripped the older cities East except New York; St. Louis has been left far behind, though an older city and greatly increased in wealth and resources, with a present population of 500,000. It has far outstripped Milwaukee, which has similar advantages in its situation on the Lake and had the start of Chicago in the race for supremacy. Milwaukee has now a population of 250,000 inhabitants. But Chicago is only the

* For fuller particulars with regard to this industry see Foreign Office Report, Miscellaneous Series No. 280.—Ed.

type of western progress; numerous other cities have since risen up which for the time of their existence have shown almost equally rapid development. 20 years ago St. Paul, Minneapolis, Kansas City, Omaha, and Denver were scarcely known, and now contain from 100,000 inhabitants to 200,000 inhabitants each, while numerous smaller cities have sprung up like mushrooms in a field, with this difference that their growth is permanent and continual. It is but 50 years ago since the whole of this district, west to the Rocky Mountains, was practically unexplored, except a few points along the line of, or adjacent to, the Mississippi, or occupied as military posts, and was considered worthless in an agricultural point of view. It is little more than 40 years ago since the first pioneers, crossing the vast extent of prairie in search of gold in California, encountered no human being but the wild Indian, no serviceable animal but the buffalo, and these two were in joint possession of the country. All this is changed since then. The Indian is gradually disappearing, those that remain are confined to reservations which are from time to time bought back and opened to occupation, the buffalo has entirely vanished except where a small herd or two are kept in public preserves, and, as if in sympathy, the buffalo grass which formerly covered so vast an area is vanishing too. Where the Indian and buffalo formerly roamed are now seen not only all the cities above-mentioned, but thousands of smaller cities, towns, and villages; a great part of the land is cultivated and dotted with farms and buildings, or in the wilder parts occupied as ranches for raising cattle and horses. Even that wide belt of territory which, till recently, was considered arid and impracticable for cultivation is gradually, with the aid of irrigation, becoming a profitable occupation from the richness of the soil, which needed but that assistance.

Agricultural enterprise and cattle-raising were the first phases of this rapid change, and in proportion as population increased, so land became more distributed; higher cultivation and smaller holdings followed, and less extended ranches are a continual and marked feature in the condition of the country at the present time. As cultivation developed so necessities arose, means of transportation increased, towns sprung up, requirements multiplied, mining enterprises were opened out, and one of the great origins of the prosperity of the city of Chicago was its ability to seize the position, for which its situation eminently qualified it, of becoming the source of supply as well as the centre of distribution and communication between the east and the west. Enterprises gradually attracted capital from all parts, and as they multiplied and stretched over this vast district so the value of land, originally of no account, increased, and fortunes were made with no effort. The mere increase in the value of real estate over such an extent of country, especially in city sites and more particularly at Chicago, accounts for much of the enormous wealth which has been accumulated and the general prosperity of the country.

This development of the West has, however, been of far more than local interest. Its effect has been widespread; to its

influence may be traced the depreciation in the value of agricultural land, not only in Great Britain and particularly in Ireland, but also in the Eastern States of the Union, as well as the comparative non-recovery of prosperity in the South. The West, with its great advantage of an almost unlimited area of land at a low value, with the aid of economic changes, rapid and cheap transportation, and labour-saving machinery seems to have absorbed the agricultural prosperity of the world, and to have levelled the value of product almost to the cost and profit of production. While working out these changes it sought for its growing wants the assistance of the manufacturers of the East and of other countries, which it tended to support, till it has now entered on another phase, which promises an equally rapid and prosperous development.

The latest phase is manufacture. Each year accumulated wealth is seeking fresh outlet, fresh enterprises are opened out, and manufactures increase. Many demands are now wholly supplied by local factories; some manufactured goods already find their way to the East, from whence they used to be derived. Chicago has become a great manufacturing city, and is being followed by other cities further West. The one thing which keeps the balance now with regard to many articles is the enormous and ever-increasing demand, arising from increased wealth, luxury, and population; at present it is as much as this increased demand can be met by local manufacture, and it may be many years yet before much more can be accomplished, but there is little room for doubt that this district will eventually become entirely independent of the East, and supply with many goods those parts of this and other countries on which it formerly depended. Every natural resource is abundant; the question is that of labour.

The State of Wyoming is the slowest to develop of any in Wyoming. this district, though some progress is being made. By far the greater part can only be utilised for pasturage purposes, and the continued predominance of ranch industries, so many still devoting themselves to the utilisation of free grazing lands, checks the development of agriculture. Canals must be constructed before settlers can occupy much of the land for agricultural enterprise, being dependent on irrigation in the arid belt, and the cost of canals is beyond the reach of the settler. The capital invested in ditches to water public lands has been practically a failure, as success depends on all the land being used. As this water supply enhances the value of the land, and it is not necessary under the homestead law for a settler to be a user of water, temptation is offered to speculative holders to secure unoccupied land, and thus benefit by the increased value, with no intention of cultivating it. Again, markets are far removed, from a lack of transportation facilities.

A comparison between the assessed valuation of different kinds of property in this mountainous State in 1891 and 1892 shows a decrease of 150,000% in cattle, 35,000% in horses, and 90,000% in capital in merchandise and manufactures, while there

is an increase of 55,000*l.* in sheep, and a considerable increase in value of railroad property, town lots, moneys, and credits. The whole property valuation, which has remained about stationary for the last 7 years, shows a slight net loss last year. The number of cattle in the State is now 428,823, valued at 2*l.* 4*s.* 9*d.* per head, against 898,121 in 1886, when the valuation per head was 3*l.* 7*s.* 3*d.*; therefore the valuation of the cattle in Wyoming is less than one-third what it was 7 years ago. On the other hand, sheep show a large increase. The resources of the State are undeveloped; the mineral wealth is great, but unopened; the oil region very extensive, but needing better transportation.

North
Dakota.

In the agricultural State of North Dakota remarkable results have in many instances been secured from the cultivation of grain, and the last 2 years have been profitable for the farmer. Livestock raising, however, is found to be very remunerative in conjunction with grain-growing, and sheep are receiving particular attention. In 1889 there were only 43,664 sheep in the State, and in 1891 the number was 231,355, or 430 per cent. increase. Cattle during those 2 years increased 50 per cent., and horses 28 per cent. The number of cattle in North Dakota in 1892 was 269,607, of horses 155,491, and of sheep 317,647.

South
Dakota.

The same general remarks apply to South Dakota, but here other enterprises are more developed. From inquiries made it has been found that nearly all the farmers own the land they till. Some till their own land and rent of others, and some till part of their own land and rent a part to others. It has been found that the average number of acres in a farm is 365, of which about 138 acres are under cultivation, and that the present value is about 4*l.* 15*s.* per acre, against a value of 12*s.* 6*d.* at the time of taking possession. This indicates prosperity, and promises well for more newly-settled districts. About 69 per cent. of the farms are mortgaged to an average extent of one-fifth of their value, and the rate of interest averages 8.44 per cent. Many families from different parts are reported to have lately immigrated to this State and settled on farms. Mining operations seem progressing satisfactorily, though no signs of product from the tin mines in the Black Hills are yet visible. Advancement has been made in the treatment of refractory gold-bearing ores, and some mills are in successful operation; the ores, after perfect trituration and roasting, are subject to a chemical treatment of chlorine in iron retorts, which carries off the precious metal with profitable result. It is said that 2,000,000*l.* have been invested in mining property during last year, and that the output will this year reach 1,000,000*l.* The Yankton cement mines are steadily developing, and the product acquiring a front rank in the commercial market.

Nebraska.

The great material progress made of late years in the State of Nebraska was treated at some length in the report for the year 1891. Wheat and oats are extensively raised, but corn is the great agricultural crop, and the average cost of raising it is 1*l.* 6*s.* 5*d.* per acre. A considerable quantity of flax is grown, as well as sugar beet for local factories, and tobacco and chicory are

new industries. The number of cattle in the State in 1891 was 1,699,854. The shipments of surplus commodities, exclusive of silver (2,459,000*l.*), gold, lead, and sulphate of copper, amounted in value to 24,226,000*l.*, or nearly equal to those of the older State of Missouri. The bank clearings of the city of Omaha increased nearly 40 per cent. in 1892, and trade throughout the State was in a flourishing condition.

There has been a steady growth in almost every line of Montana. business in the State of Montana, and stock and agricultural industries advanced, but a certain depression has existed owing to the low price of silver; though most mines have been worked to their full capacity, there has been no great activity, and wages have fallen.

In the older States of this district the customary annual Other States. progress has been made. Great advance in general prosperity has ruled on account of the abundant harvests of the last 2 years, and the price of land is well maintained. The State of Kansas, from the abundance of the late crops, is again attracting the attention of farmers.

The State of Illinois has an extended area of 385 miles from Illinois. north to south, and conditions are liable to be influenced by climate, soil, storms, and other causes, so that crops vary in different divisions. Corn is grown chiefly in the northern portion, and winter wheat in the central and southern districts. The total area in wheat in this State in 1892 was 1,568,285 acres, and in corn 5,188,432 acres. The profit on the latter grain in 1891 is put down at 6,670,000*l.*, the largest since 1864; in 1892 the profit was about 450,000*l.*, the product value having been as nearly as possible 1*l.* 18*s.* 11*d.* per acre, and the cost of production 1*l.* 17*s.* 1*d.* per acre. In the last 30 years losses on the cultivation of corn have been as frequent as profits and nearly as heavy. There has been a tendency lately towards a slight decrease in area of wheat and corn, while rye, timothy seed, buckwheat, and sorghum are grown on scarcely one-fourth of the area of 15 years ago. The cultivation of tobacco has also greatly decreased, though the profit has been heavy, and amounted to nearly 700,000*l.* for the last 2 years. With regard to animal industry, there has scarcely ever been a time when the price of beef and dairy breeds of cattle has been so low as last year, and the same may be said of draft and coach horses, which, though greatly improved in quality, have decreased in number. The stock of hogs has been low, and the supply on hand is below the average, while there has been a slight increase in the number of sheep. The dairy interests are very extensive; the amount of milk sold (101,000,000 gallons) nearly double the quantity and value of 5 years ago, the smaller quantity made and the higher price of butter, and a great falling-off in the production of cheese, may be remarked. The increased demand for all farm produce caused by the Exhibition at Chicago is now creating a rise in prices all round. At no period has more material advancement or greater industrial progress prevailed, or labour been employed at better wages, or farmers had more money in

hand than last year. Never has advance in the price of average good farm land been so rapid. In some parts of the State the advance in 1891 was 25 per cent., and a further advance took place this year. General prosperity seems everywhere to prevail.

ST. LOUIS.

Mr. Vice-Consul Bascome reports as follows:—

The year has been one of progress and profit, as demonstrated by the details of different lines of business given on succeeding pages.

In nearly all departments of business an increase is shown, and the advance is remarkable in the erection of new buildings for mercantile and manufacturing purposes, as well as in dwellings.

Tonnage.

The increased tonnage handled by rail and river shows an increased traffic, and the records of the clearing-house and post-office are sure indications of the city's activity.

Manufactures.

The year closed was marked by many evidences of prosperity in which no leading industry shows any falling-off. The manufactured product of the city reached an estimated value of 54,000,000*l*.

Clearings.

The transactions of the clearing-house increased 18,400,000*l*. over the previous year.

New buildings.

The value of new buildings erected and improvements made during the year is estimated at 6,000,000*l*., and the sales of real estate aggregate 12,494,000*l*.

Spring floods.

Operations in some departments of trade were partially impaired by the floods in the west and south during the spring of 1892, which were made up by an increased business in the fall caused by an advance in cotton of 2*l*. to 3*l*. per bale, or nearly 18,000,000*l*. to the value of the estimated crop of 7,000,000 bales.

Advance in cotton.

St. Louis fifth as a manu-

facturing city.

St. Louis now stands as the fifth manufacturing city of the United States; New York, Chicago, Philadelphia, and Brooklyn alone outranking it.

The increase in manufactured product the past decade to 1890 was for St. Louis 100 per cent., and was only exceeded by Chicago, which was 149 per cent. during the same period.

Brick.

The annual output of bricks in the city was 300,000,000, worth 420,000*l*., which falls short of meeting the demand for building purposes.

Sewer pipe and retorts.

The other manufactures of clay, such as sewer-pipe, fire-brick, retort furnaces and terra-cotta, keeps pace with the building brick. The sales of sewer-pipe shows an increase of 15 per cent., and the whole output from all the factories is estimated at 50,000 tons annually.

Cut stone.

Lumber.

The product of cut stone was for the year about 200,000*l*.

The receipts of lumber for the year were 62,121 car loads, equal to 745,452,009 feet by railway and 115,491,163 feet by river, and 7,852,880 superficial feet of logs, making an aggregate of 883,943,163 feet, an increase of 18,545,152 feet over 1891. The

shipments aggregated 409,260,000 feet, an increase of 103,776,000 feet over 1891. Over one-half the receipts were required for consumption by the manufactories of the city.

The product of the planing mills was nearly 400,000 ℓ ., and the Planing mills. jobbing trade aggregated about 800,000 ℓ . There was a strike among the operatives which decreased the output.

There was an addition of two new factories during the year, Furniture. bringing the number up to 59, and an increase of capital of 100,000 ℓ .

The year's output of manufactured goods was about 1,200,000 ℓ ., the hands employed, about 4,500, adding the jobbing and retail trade, the result will reach an aggregate of 4,000,000 ℓ . for the year.

Although wooden and willow-ware is not numbered among the Wooden and willow ware. leading manufactures of the city, it is claimed by many that St. Louis sells one-half of all the wooden-ware used in the United States, and the larger portion distributed is made at factories owned by the dealers of the city, the increase over last year is claimed to be 15 per cent.

The manufacture of paints and oils is reported to be growing Paints and oils. and prosperous, and the output for 1892 is reported at 1,200,000 ℓ .

St. Louis ranks at the head of the tobacco manufacturing points Tobacco. in the United States, as shown by the statistics of the Internal Revenue Bureau. The whole product of manufactured tobacco in the United States for the fiscal year ending January 30, 1892, was 253,962,372 lbs., of which the factories produced 21½ per cent., more than one-fifth. The product of 1892 was 260,218,401 lbs., of which St. Louis produced 57,863,876 lbs., or 22¼ per cent., of the value of 3,600,000 ℓ ., and at the same time there were manufactured 56,964,376 cigars, worth 360,000 ℓ ., an increase over the previous year of 14 per cent.

Brewing maintains the high position among St. Louis industries Brewing. it has long held.

The quantity of beer made in 1892 was 60,804,919 gallons, worth 2,400,000 ℓ . Towards the end of the year a sharp competition between the united breweries controlled by British capital and some of the American breweries, which forced the price of beer down from 1 ℓ . 12s. to half that price per keg.

The clothing industry continues to grow. The increase in 1892 Clothing. over the previous year is estimated at 12½ per cent., and the value of the product at 1,400,000 ℓ .

The manufacture of cars of all kinds for electric cable and Cars. steam railways shows a vigorous growth, and the value of the product for 1892 is estimated at 2,000,000 ℓ ., exclusive of a very large plant at Madison, east of the river, owned and operated by St. Louis parties.

Some of the crude and heavy iron manufactures, chiefly iron making, have fallen off, and one large firm transferred its iron pipe Iron manufactures. department to Birmingham, Alabama, where the conditions are more favourable. This loss has been made up in the increased product of architectural iron, in which has been noted an increase of 15 per cent. The product being about 1,400,000 ℓ . for iron goods,

and in connection with other metal goods manufactured the total product is estimated at 3,600,000*l*.

Stoves and
ranges.

The manufacture of stoves and ranges remains steady, but does not seem to increase. The output in 1892 was about 400,000*l*.

Whitelead.

St. Louis has held a prominent position in this manufacture for many years, and it is claimed to be the largest manufacturer of white-lead in the United States. The output in 1892 was 20,000 tons, of the value of 500,000*l*.

Saddlery and
harness.

The leather manufactured here was valued at 360,000*l*. in 1892, and the amount sold was 700,000*l*., a great deal being used in the manufacture of saddlery and harness, which trade shows the general prosperity, and an increase of from 7 per cent. to 10 per cent. The output being estimated at 700,000*l*. in 1892, to which may be added 150,000*l*. in trunks and valises.

Electrical
goods.

There has been an increased manufacture of electrical supplies. During the year 1892 these manufactures were sent to Pittsburg, New York, Costa Rica, Panama, and even to London, the output being estimated at 280,000*l*.

Agricultural
machinery.

The demand for agricultural machinery was somewhat lessened in 1892, there are about 25 manufactories and jobbing houses whose united business amounted to 2,400,000*l*.

Carriages and
wagons.

This business has been good, and has kept the factories steadily at work. The value of carriages turned out is estimated at 1,500,000*l*. The value of waggons manufactured was over 100,000*l*., and the total output 1,600,000*l*.

Boots and Shoes.

Boots and
shoes.

The "Shoe and Leather Gazette" gives the following review of the business of 1892: "The shoe trade of St. Louis may be justly first considered as supreme to the other industries, and of paramount interest. Her jobbing houses have increased in number, in size, and in importance year after year, until now the city is recognised as the principal shoe jobbing point in the country."

The Merchants' Exchange reports 828,071 cases of shoes received, as compared with 577,630 cases in 1891, showing a gain of 250,441 cases, or over 40 per cent. The average value per case has diminished from 7*l*. to 5*l*. per case.

Shoe
shipments.

St. Louis leads, the shoe shipments in 1892 being 323,927 cases, against 310,489 for 1891, and was the only city of the six leading cities which increased its shipments.

Shoes manu-
factured.

A careful canvas of the shoe manufactories by the Merchants' Exchange shows that during 1892 full 5,000,000 pairs of shoes were made in the city of St. Louis, at an average valuation of 7*s*. 6*d*. making a total yield of 1,800,000*l*., or a gain over 1891 of 10 per cent. in the product of its 25 factories.

Soap and
candles.

The product of soap and candles is estimated at 600,000*l*. for 1892, but was not quite up to that of 1891.

The dry goods trade closed with satisfaction to those engaged in Dry goods. it, there being no failures, and a promising outlook. The sales are estimated at 8,000,000%, an increase of 1,000,000% over 1891.

The "Interstate Grocer" reports the business in a flourishing Groceries. condition. The sales being 17,000,000%, an increase of about 12½ per cent. over 1891, there being a slight decrease in the handling of sugar.

The receipts of coffee in sacks is reported at 265,096 in 1892, Coffee. against 253,154 in 1891.

There is a heavy stock of rice in St. Louis at present, the receipts Rice. for 1892 being reported at 110,250 barrels, against 87,192 barrels received in 1891.

The business in drugs seems to maintain its prominence, the Drugs. total trade for the year 1892 was reported at 2,400,000%.

The hardware trade is reported in a prosperous condition, the Hardware. sales for the year 1892 being placed at 3,700,000%, and an increase of 10 per cent. over 1891.

The population does not exhibit the annual increase that many Population.. north-western cities do, but it is steady and healthy, not influenced by any particular booms in business.

In 1890 the United States census gave the population of the city as 451,770, and it is estimated that the population at the close of 1892 was 585,000.

There are 124½ miles of street railway in St. Louis, 72½ Street car miles are traversed by electric cars, 39½ miles by cable cars, service. and 12½ miles by horse cars, and arrangements are made for discontinuing the horse car service very soon.

The number of passengers carried in 1892 was 91,685,555, an increase of 10,687,000 over 1891 or over 13 per cent.

Grain Trade.

The grain trade of St. Louis shows an increase of 11,000,000 Grain trade. bushels of 1892 handled over the previous year.

The receipts for 1892 were:—

Articles.						Quantity.
						Bushels.
Wheat	..	..	..	..	..	27,483,855
Corn..	..	..	..	..	..	32,030,030
Oats..	..	..	..	..	..	10,604,810
Rye ..	..	..	..	..	..	1,189,153
Barley	..	..	..	..	..	2,691,249
Total	..	..	..	..	..	73,999,097

The total receipts of wheat and flour reduced to wheat was 80,548,136 bushels.

Of the receipts of wheat there was exported, viâ New Orleans, Wheat. 6,662,7 99 bushels, and 1,536,166 bushels, viâ railways to the

Atlantic seaboard cities, making a total of 8,198,965 bushels exported, and 7,711,013 bushels were ground in city mills. The year was noted for very low values. At the close of the year the stock in public elevators and private hands was 7,545,050 bushels.

- Corn. The crop of 1892 was an average one, the receipts in St. Louis being 32,030,030 bushels against 21,530,940 bushels the previous year. The yield was 23 bushels to the acre, and the State of Missouri takes fourth rank among corn-producing States.
- Oats. The crop of oats in Missouri in 1892 was 24,093,000 bushels, a falling-off from the crop of 1891 of 3,500,000 bushels.
- Rye. The receipts in St. Louis were 10,604,810 bushels in 1892. The receipts of rye were 1,189,153 bushels, about the same as the previous year, and the shipments were 1,032,374 bushels.
- Barley. The receipts of barley show a considerable increase, being 2,691,049 bushels in 1892 against 2,108,546 bushels the previous year, of which only 29,851 bushels were imported from Canada.

Cotton.

- Cotton. The gross receipts of cotton for the year ending August 31, 1892, were 723,028 bales, the largest ever reported against 706,469 bales the previous year. The local receipts show a slight decrease being 297,891 bales against 306,015 bales the previous year. The price declined to $6\frac{5}{16}$ c. per lb. in March, 1892.
- The shipments were 685,789 bales, of which 195,678 bales were exported direct to Europe, 176,494 bales going to England. The city consumption amounted to 2,788 bales, and 1,180 bales were consumed by fire.
- Cotton bagging. The trade in this line is of about the usual proportions. The manufacture reached 13,000,000 yards, most of which has been consumed, prices ruling at a moderate scale.
- Iron ties. Those of domestic manufacture are used exclusively at present and prevailing prices were low.

Livestock.

- Cattle. The total cattle receipts of St. Louis for 1892 were 801,111 head, the largest on record, nearly all of which were sold here, when in previous years only 60 per cent. or 70 per cent were marketed here.
- Hogs. There was a slight decrease in the hog trade of 1892 occasioned by high water overflows, the values were, however, much higher in 1892.
- Sheep. The sheep trade exhibited a declining market and receipts declined correspondingly.
- Wool. The receipts of wool in this city in 1892 were 25,850,690 lbs. against 21,975,954 lbs. in 1891. The shipments in 1892 were 27,450,379 lbs. against 21,464,552 lbs. in 1891.
- Provisions. The business of 1892 in fresh beef indicates a growing trade, the receipts from western points were 25,580,464 lbs. and the

St. Louis Commerce and Industries during the Year 1892.

Articles.		1892.	
		Quantity.	Value.
			£
Bank clearings	..	..	246,814,393
Banking capital—Banks and Trust Companies	..	..	6,100,000
Real estate sales	..	..	12,494,865
New buildings erected	Number ..	5,472	6,000,000
Total manufactures	..	..	54,000,000
Manufactured—			
Tobacco	Lbs. ..	57,863,876	3,600,000
Iron and metal goods	..	..	3,600,000
Boots and shoes	..	..	1,875,000
Carriages and waggons	..	..	1,600,000
Furniture	..	..	1,200,000
Clothing	..	..	1,400,000
Cars, railroad and street	..	..	2,000,000
Planing mill product	..	..	400,000
Beer	Gallons ..	60,804,919	2,400,000
Stoves and ranges	..	..	400,000
Electrical goods	..	..	280,000
Coffee and spices, roasted and ground	..	..	560,000
Soap and candles	..	..	600,000
Whitelead	Tons ..	20,000	500,000
Flour	..	..	1,500,000
Bricks	Number ..	300,000,000	420,000
Sewer pipe	..	..	120,000
Stonework	..	..	200,000
Cigars	Number ..	56,964,376	360,000
Architectural iron	..	..	500,000
Leather	..	..	360,000
Cornmeal, hominy and grits	..	..	270,000
Sales—			
Groceries	..	..	17,000,000
Dry goods	..	..	8,000,000
Furniture	..	..	4,000,000
Hardware	..	..	3,500,000
Wooden and willow-ware	..	..	*
Paints and oils	..	..	1,200,000
Saddlery and harness	..	..	680,000
Agricultural machinery	..	..	1,400,000
Boots and shoes	..	..	2,030,000
Hats and caps	..	..	900,000
Drugs	..	..	1,400,000
Planing mill product	..	..	800,000
Leather goods	..	..	850,000
Tonnage, total tons handled	Tons ..	18,388,174	..
Coal, received	Bushels ..	82,302,228	..
Lumber	Feet ..	883,943,163	..
Bullion	..	..	1,200,000
Grain	Bushels ..	73,999,097	..
Pork products distributed	Lbs. ..	369,411,500	..

* Not obtained.

CUSTOM-HOUSE Transactions for 1892. Condensed Classification
of Commodities Imported into St. Louis during the Year
1892, showing Foreign Value and Duty Paid.

Articles.	Value.		Duty.	
	£	s.	£	s.
Ale and beer	3,974	16	1,436	12
Anvils	14,069	0	1,587	11
Art works	11,563	16	1,735	1
Books and printed matter	2,436	16	654	12
Bricks and tiles	836	4	185	2
Barley	3,058	0	1,791	2
Brushes	2,453	8	981	7
Carpets and carpeting	878	16	570	1
Cement (15,904,241 lbs.)	12,339	8	2,547	18
Chemicals and drugs	24,199	12	3,622	12
China and earthenware	28,912	0	16,265	8
Corks and manufacture of corks	6,702	0	1,510	6
Cutlery	5,946	9	4,747	7
Diamonds and precious stones	9,967	0	1,003	2
Fancy goods	6,977	16	2,871	16
Fish	7,209	16	1,630	1
Free goods	75,530	4	..	..
Glassware	5,980	16	4,330	10
Guns and firearms	9,800	12	5,024	5
Hops	13,926	16	5,697	15
Jewellery merchandise	5,778	2	1,508	15
Marble	3,163	4	1,812	19
Manufactures of cotton	69,959	4	41,444	14
" linen	23,139	8	9,476	10
" iron sheets, bars, &c.	8,749	0	4,639	5
" leather	5,254	1	1,192	0
" metals	16,812	16	7,565	7
" paper	5,699	16	1,699	14
" silk	12,375	15	5,740	18
" wood	2,521	0	906	14
" wool	15,628	0	13,416	8
Musical instruments	5 0	12	254	0
Nuts and fruits	1,686	0	1,125	14
Paints and colours	4,104	8	1,057	2
Rice, granulated	46,135	8	6,067	11
Seeds, &c.	1,417	0	272	5
Steel bars	2,348	4	731	1
" wire	14,202	8	6,863	2
Tin-plate (B O., No. 63 ; 239,282)	16,181	4	13,070	19
" (O., No. 63 ; 86,160)	541	12	3,379	2
Terne-plate (N.O., No. 63 ; 939,282)	4,999	12	4,168	1
Tobacco and cigars	31,852	8	31,530	4
Varnishes	321	16	112	4
Wines, sparkling, &c.	29,634	16	15,183	13
Window glass	39,620	12	10,702	1
Woollen dress goods	5,175	16	4,836	5
Spirituous liquors	7,366	4	7,523	10
Miscellaneous merchandise	8,438	0	2,577	6
Total	630,429	4	257,049	7

NOTE.—The collections from all other sources amounted to 8,538*l.* 13*s.*

UNITED STATES.

RETURN of Merchandise brought into the Port of St. Louis in
Bond from the following Ports of Entry during the Year
1892, showing Foreign Value and Duties.

Ports.					Value.	Duty.
					£ ¢.	£ ¢.
Baltimore ..	..	..	..	..	52,032 12	18,816 4
Boston ..	..	..	..	..	5,352 0	2,161 8
Detroit ..	..	..	..	..	527 0	210 16
Newport News ..	..	..	..	..	9,737 0	5,854 16
New Orleans ..	..	..	..	..	79,974 16	32,369 16
New York ..	..	..	..	..	217,824 16	135,129 16
Philadelphia ..	..	..	..	..	29,900 12	11,960 0
Port Huron ..	..	..	..	..	59,480 16	25,782 4
Portland, Maine ..	..	..	..	..	45,669 4	18,267 12
San Francisco ..	..	..	..	..	3,187 16	1,275 0
Tacoma ..	..	..	..	..	1,665 16	666 4
Direct to St. Louis ..	..	..	..	..	3,260 16	1,304 4
Total ..	..	..	..	..	507,513 4	243,808 0
In warehouse, December 31, 1892					27,394 12	15,996 16

STATEMENT showing Bank Clearing-house Business for the Year
1892 compared with 1891.

Months.			Clearings.		Balances.	
			1892.	1891.	1892.	1891.
			£	£	£	£
January ..	..	..	19,651,048	19,524,149	2,697,663	2,430,951
February ..	..	..	19,474,002	16,403,608	2,418,822	1,775,223
March ..	..	..	19,837,332	17,928,729	2,398,779	1,854,768
April ..	..	..	20,676,325	17,990,916	3,192,671	1,999,644
May ..	..	..	18,819,728	18,121,168	2,298,265	1,997,294
June ..	..	..	19,819,728	17,424,063	3,062,021	2,239,409
July ..	..	..	20,005,459	19,137,733	2,572,319	2,225,767
August ..	..	..	21,057,826	19,500,840	2,758,353	2,517,006
September ..	..	..	20,340,937	19,482,320	2,313,842	2,055,244
October ..	..	..	21,385,916	20,886,748	1,990,517	2,103,332
November ..	..	..	21,618,198	19,561,692	2,396,580	2,049,199
December ..	..	..	23,532,519	22,047,944	2,462,274	2,681,342
Aggregate ..	..	..	246,220,018	227,919,910	30,562,406	25,959,179
Increase, 1892 ..	..	..	18,200,108	..	4,603,227	..

UNITED STATES Internal Revenue collected in St. Louis during
the Years 1891-92.

Description.	Amount.					
	1891.			1892.		
	£	s.	d.	£	s.	d.
Lists (penalties, &c.)	2,812	6	6	2,383	7	0
Spirit stamps	381,851	0	0	669,369	15	0
Tobacco stamps	603,624	1	5	692,328	13	0
Cigar " " " "	31,964	19	5	34,190	12	0
Snuff " " " "	380	0	7	363	18	0
Beer " " " "	334,944	14	5	362,868	0	0
Special tax " " " " ..	32,860	19	0	32,531	1	0
Total	1,389,438	1	7	1,794,040	6	0
Increase, 1892				404,602	4	5

DISTRIBUTION and Dispatch of Mails during the Years 1891-92.

Description.	Quantity.		
	1892.	1891.	Increase.
	Lbs.	Lbs.	Lbs.
First class mail matter—			
Letters originating in St. Louis	1,065,357	940,190	125,167
Postal cards originating in St. Louis	48,555	38,322	10,233
Second class matter, newspapers from St. Louis ..	11,855,552	9,011,137	2,844,415
Third class and transient newspapers	3,901,410	3,376,786	524,624
Fourth class matter, merchandise from St. Louis ..	1,137,222	569,033	568,189
Total	18,008,096	13,935,468	4,072,628

AVERAGE Rates of Freight on Wheat per Bushel in Cents by Steamer from St. Louis to Liverpool via New Orleans for the Years 1892-91.

Months.	St. Louis to New Orleans.		New Orleans to Liverpool.		Total, St. Louis to Liverpool.	
	1892.	1891.	1892.	1891.	1892.	1891.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
January ...	7	7½	10½	8½	17½	16
February ...	7	7½	9½	8	16½	15½
March ...	6½	6½	8½	7½	16½	14
April... ..	6½	6	9	6½	14½	12½
May... ..	5	6½	5	6	10	11½
June... ..	5	6½	7	6½	12	11
July... ..	5	6	5	6	10	12
August ...	5½	6½	6½	8½	12½	15
September ...	6	7½	8½	9½	14½	17
October ...	6½	8	9	11	16½	19
November ...	6½	8	8½	12	16½	20
December ...	6½	8	8	12	14½	20

RETURN of Foreign Shipments of Flour from St. Louis via Atlantic and Gulf Seaports during the Years 1891-92.

Destination.	Quantity.	
	1891.	1892.
	Barrels.	Barrels.
Europe	327,045	540,340
Central and South America ..	238	435
Newfoundland	1,775	..
Canada	12,490	37,900
Cuba	2,958	70,710
Total	344,506	649,385

NOTE.—Nearly all was shipped in sacks and is reduced to barrels in calculation.

RETURN of the Surplus Commodities Marketed in the State,
as shown in my last Report for the Year 1892.

Description.		Quantity.		Value.		Total Value.
				Dol.	c.	
Cattle	Head ...	629,438	Per head ...	40	00	25,177,520
Hogs	" ...	2,006,444	" ...	8	00	16,051,552
Horses and mules	" ...	65,927	" ...	100	00	6,592,700
Sheep	" ...	190,631	" ...	4	00	762,524
Wheat	Bushels ...	21,635,468	Per bushel ...	0	80	17,308,306
Corn	" ...	9,652,938	" ...	0	36	3,378,528
Oats	" ...	6,162,701	" ...	0	25	1,268,175
Wool	Lbs. ...	3,235,685	Per lb. ...	0	40	647,137
Poultry	" ...	28,049,177	" ...	0	10	2,804,918
Butter	" ...	2,949,537	" ...	0	15	442,431
Eggs	Dozens ...	14,090,426	Per dozen ...	0	10	1,409,043
Railway ties	Each ...	2,314,806	Each ...	0	30	694,412
Dried fruit	Lbs. ...	1,564,162	Per lb. ...	0	04	62,566
Flour	Barrels ...	2,295,746	Per barrel ...	3	50	8,035,111
Apples	" ...	544,914	" ...	1	75	953,599
Mixed livestock	Cars ...	5,415	Per car ...	500	00	2,707,500
Hay	" ...	8,284	" ...	260	00	2,153,840
Wood	Cords ...	119,873	Per cord ...	3	00	369,619
Lumber	Cars ...	34,445	Per car ...	185	00	6,372,325
Hoops	" ...	2,162	" ...	190	00	408,850
Timothy seed	Bushels ...	37,770	Per bushel ...	1	27	45,428
Game	Lbs. ...	321,007	Per lb. ...	0	20	64,201
Fish	" ...	88,625	" ...	0	05	4,431
Hides	" ...	1,689,994	" ...	0	05	84,500
Stone	Cars ...	7,250	Per car ...	125	00	906,250
Lime	Barrels ...	921,407	Per barrel ...	0	52	479,132
Cheese	Lbs. ...	160,576	Per lb. ...	0	06	9,635
Rye	Bushels ...	30,156	Per bushel ...	0	75	22,617
Potatoes	Barrels ...	13,743	Per barrel ...	0	96	13,193
Sewer pipes and tiles	Cars ...	5,387	Per car ...	195	00	1,050,465
Bricks	" ...	16,482	" ...	73	68	1,214,394
Ice	" ...	1,408	" ...	61	50	86,592
Coal	Tons ...	2,655,882	Per ton ...	1	31	3,488,058
Lead and zinc	" ...	144,560	" ...	32	50	4,740,912
Iron	" ...	123,571	" ...	2	39	295,335
Flax	Cars ...	862	Per car ...	400	00	344,800
Onions	Bushels ...	89,481	Per bushel ...	0	80	71,585
Tobacco	Cars ...	178	Per car ...	1,000	08	179,424
Canned goods	" ...	46	" ...	650	00	29,900
Cotton	Bales ...	29,652	Per bale ...	35	00	1,037,820
Cotton-seed products	Lbs. ...	22,763,133	Per ton ...	7	00	83,169
Melons	Cars ...	1,761	Per car ...	75	00	132,075
Grass seeds	" ...	72	" ...	1,260	00	90,760
M. at	Lbs. ...	402,643	Per lb. ...	0	10	40,264
Shipstuffs	Cars ...	1,115	Per car ...	240	00	277,200
Mixed grain	" ...	1,677	" ...	343	00	554,631
Other shipments	" ...	46,779	" ...	250	00	11,694,760
Small fruit	Crates ...	264,720	Per crate ...	1	50	397,080
Total						125,049,385

ST. PAUL.

Mr. Acting Vice-Consul Gilbert reports as follows:—

Owing to the absence of the Vice-Consul, Mr. Morphy, and the fact that statistics, concerning the commercial and industrial business of the past year, have not been tabulated by any of the organisations that usually attend to such matters, such as the Chamber of Commerce, Board of Trade, &c., it is quite impossible for this office to furnish a report containing more than a very general statement of the condition of affairs in its jurisdiction.

Probably the most noticeable feature of commercial and industrial life in the north-west is the same one which is reported to exist generally all over the United States, that is, the great scarcity of money.

The lack of circulating medium necessarily reduces the volume of trade, and to a large extent prevents the inauguration of new enterprises. Nevertheless, some very noticeable enterprises calculated to materially increase the prosperity of St. Paul and Minneapolis have been commenced and completed during the past year, among them the North-Western Cordage Company's Works and the Wood Harvester Works, both large and substantial concerns backed with ample means and under the control of experienced business men.

The completion of the Great Northern Railroad to Puget Sound is an event materially affecting and increasing the prosperity of these cities. So much do the people of St. Paul appreciate the advantages to be derived from the completion of this magnificent undertaking that in June a public celebration of the event is to take place.

Other railroads centering in these cities are also extending their lines, and some new roads are proposed which will give better and short communication with the country south-west of here; that country being the best in the State, and being also naturally tributary to St. Paul, Minneapolis, and Duluth, but its trade is now diverted to Chicago, as there is no direct communication by rail with the north-western cities.

Another scheme about the practicability of which there seems to be a difference of opinion has recently been inaugurated with headquarters at Duluth. This is the proposed canal to connect the head waters of the Mississippi with Lake Superior. A company with a capital of 2,000,000 dol. has been organised, and those having it in charge are very enthusiastic, but as yet no work has been done beyond making surveys.

In spite of the fact that money is scarce the country is far from a bad financial condition. The lack of money, as before stated, limits present operations, but excellent crops and consequent excellent trade of 1891 and 1892 have enabled the debtor class to largely reduce their indebtedness, so that they are much better able to stand the effects of the present stringency than they would have been two years ago. Another fact that is of great help to this country at the present time, is that the country no longer depends so entirely on the wheat crop for its prosperity. The amount of stock raised, not on ranges but on the farm, has very greatly increased. This is especially true of sheep.

The outlook for the coming season is generally regarded as favourable.

The past winter has been more than usually severe, with many violent storms and a most unusual precipitation of snow. While this has been most disagreeable to the individual, its effect has been to thoroughly saturate the ground with that moisture, the lack of which has been the cause and the only cause of the failure of crops.

The excessively wet, cold and backward spring may have the effect of limiting the acreage sown, but the return from what is sown is likely to be much greater than in an early but dry season.

The biennial session of the State Legislature closed on April 18. An effort was made to reduce the rate of interest allowed, but the effort failed. An attempt was also made to pass a law authorising the payment of gold contracts in silver, but this also failed.

Kansas.

There has been a satisfactory gain in the volume of trade in Trade and the two Kansas Cities during the year 1892. The real estate business. depression, which has been existing here since 1889, is fast disappearing; the process of liquidating the debts and obligations incurred during the boom has almost been completed, and a marked recovery and increase in all lines of business is noticeable.

The livestock interests continue to be the largest single industry, Livestock. and during the year 1892 extensive additions were made to the various plants, involving an expenditure of upwards of 2,000,000 dol.

The past year was the best year in the history of the cattle Cattle. business. More cattle and calves were put on the market than in any previous year; these were of a better average grade, and values were steadier and considerably improved over 1891.

There was an immense shortage in the supply of hogs in all Hogs. parts of the country during 1892, and prices have been higher and the demand greater than ever before.

The sheep market has been good, the supply up to the demand, Sheep. and the prices received by both growers and packers were considered remunerative.

The horse and mule trade shows an increase over previous Horses and years, and the prices realised have been satisfactory. mules.

The following is a comparative table showing the receipts of Livestock all kinds for the years 1891 and 1892, together with the number trade. of car-loads, and the aggregate values :—

Description.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Number.	Dollars.	Number.	Dollars.
Cattle	1,280,839	..	1,492,765	..
Calves	83,500	..	97,810	..
Hogs	2,616,749	..	2,437,884	..
Sheep	388,034	..	441,822	..
Horses and mules ..	32,209	..	32,831	..
Cars	92,488	..	98,282	..
Total	..	66,504,631	..	76,600,000

The table below shows the total receipts and shipments and

the number of animals driven out for packers and city use for the year:—

Description.	Receipts.	Shipments.	Driven out, 1891.	Driven out, 1892.
	Number.	Number.	Number.	Number.
Cattle	1,492,765	792,369	546,219	700,396
Calves	97,810	44,401	37,480	53,409
Hogs	2,437,884	593,291	2,008,914	1,844,593
Sheep	441,822	209,838	209,866	231,984
Horses and mules ..	32,831	22,233	8,931	10,598
Total	4,503,112	1,662,132	2,811,410	2,840,980

Meat
inspection.

The United States Meat Inspection Department at this point has been extended, and the daily inspection has largely increased in volume. The system has proven itself a success, and of great advantage to the packers and buyers.

Banking.

No material changes have occurred in the amount of capital invested in the banking interest. Surplus and undivided profits have been increased from 1,063,000 dol. for 1891 to 1,420,000 dol. for 1892. Deposits to the amount of 26,855,000 dol. were in the banks at the close of business, December 31, 1892, as against 24,000,000 dol. at the corresponding date the previous year. The bank clearings amounted to 510,186,611 dol. for 1892, as against 460,471,785 dol. for 1891.

Grain trade.

The following table shows the amount of grain received and inspected during 1892 as compared with the preceding year:—

	Wheat.	Corn.	Oats.	Rye.	Barley.
	Cars.	Cars.	Cars.	Cars.	Cars.
Kansas City, Kansas—					
1891	24,126	10,506	3,323	2,346	25
1892	51,832	13,905	2,318	1,917	144
Kansas City, Mo.—					
1891*	4,221	6,959	1,749	1,962	..
1892	18,386	8,252	1,601	583	11

* For January to June inclusive, 1891.

Kansas State.

General
remarks.

The condition of the State has been generally satisfactory. The past season was favourable to the farming class, and business of all kinds throughout the State has been satisfactory. The inhabitants of the State are essentially an agricultural community, and their main dependence is upon farm products.

Field crops.

The acreage devoted to field crops is reported to have been 18,360,240 acres, a slight increase over the previous year, and the value of all farm products was placed at 164,648,955 dol. as compared with 169,811,372 dol. for 1891.

RETURN showing the Number of Livestock, as returned by the Assessors, and Value for the Year 1892.

Description.	Quantity.	Value.
	Head.	Dollars.
Horses	804,923	52,319,995
Mules and asses	79,262	5,944,650
Milch cows.	631,386	11,364,948
Other cattle	1,708,368	29,042,256
Sheep	240,568	721,704
Swine	1,605,098	9,630,588
Total	..	109,024,141

The output from the Kansas coal mines shows a small increase over the output for the previous year, and the production has found a ready and remunerative sale within the limits of the State. Mining and smelting coal.

The lead and zinc mines show an increased production, and the smelting facilities have been increased in the mining district. Lead and zinc.

DENVER.

Mr. Vice-Consul Pearse reports as follows :—

The condition of the trade and commerce of the city of Denver and the State of Colorado for the year 1892 has been fairly satisfactory.

Transactions in real estate and building operations show a considerable falling-off as compared with last year. It is claimed, however, that there has been no very material decrease in values, and that the business of the city has settled down on a substantial basis, free from the excitement which prevailed in the two previous years.

The value of new buildings erected during the year was 1,552,663 $\frac{1}{2}$ l., the greater part of which was expended in the construction of residences; this shows a decrease of 548,163 $\frac{1}{2}$ l. in comparison with 1891. Value of new buildings.

Transactions in real estate for the year were 8,350,140 $\frac{1}{2}$ l., as against 9,503,197 $\frac{1}{2}$ l. in 1891. The largest proportion of the transactions for the year was in residence property. Real estate.

During the year 5,158,850 $\frac{1}{2}$ l. was loaned on real estate, the average rate of interest being 7·22 per cent.

The paving of the streets in the business section of the city during the year has enhanced the real estate values considerably, and added greatly to the appearance of the city and comfort of the inhabitants.

The total assessed valuation of taxable property in the whole Value of taxable property.

State for the year was 47,576,440*l.*, an increase of 1,095,830*l.* over the assessment of 1891.

Clearing-
house records. The records of the Denver clearing-house for the year show a total of 53,169,959*l.*, an increase over 1891 of 7,409,959*l.*

The total resources of the 11 national banks of the city at the close of the year were 5,843,487*l.*, an increase over 1891 of 711,395*l.* The deposits were 4,095,173*l.*, an increase of 631,531*l.*; loans, 3,543,844*l.*—increase, 460,934*l.*

Manu-
facturing. The value of the manufactured products of the various manufacturing establishments in the city, including the output of the ore smelting companies for the year, was 9,114,323*l.*, a decrease from 1891 of 1,071,939*l.* Total number of employes, 12,135. Amount paid in wages, 1,707,333*l.* The falling-off in value is said to be due to the low price of silver which prevailed during the year.

Two important enterprises have been added to the manufacturing industries during the past two years, viz., paper-making and the manufacture of cotton goods. The paper is prepared from the pulp obtained from the white spruce wood of the Rocky Mountains, grown at an elevation of from 8,000 to 11,000 feet; it is said to produce a very superior paper.

The raw cotton for the cotton mills comes from the south over the Denver, Texas, and Fortworth Railroad, which extends from Denver to the Gulf of Mexico. The amount of capital invested in these two enterprises is 160,000*l.*

Wholesale
merchandise. Denver is rapidly becoming a distributing point for the various articles of merchandise in this and neighbouring States, and the wholesale merchants report a satisfactory year's business, there being comparatively few failures. The total sales of the mercantile houses for 1892 were 9,529,400*l.*, as against 8,702,100*l.* in 1891.

Street
railways. The street railway companies have added 14 miles of electric and cable lines to their extensive system of street railways during the year, making a total of 156 miles now in operation. The pay-roll is about 20,000*l.* per month. Over 30,000,000 passengers were carried during the year.

Railways. The 19 railway systems of Colorado embrace 5,271 miles of road in actual operation, an increase of 969 miles since my report of 1888. The number of railway employes is 13,000, and the disbursement of wages for 1892 amounted to 2,100,000*l.* The total number of car-loads of all the principal articles of industry received in Denver during the year was 122,775; the total for 1891 was 163,508. It is claimed that this decrease is due to the fact that a great many articles formerly brought from the East are now being manufactured in Denver.

Agriculture. 1,488,000 acres of farming and fruit land were irrigated during the year by the various irrigating ditches throughout the State, and the value of the crops from these lands is shown as follows:—

Articles.					Value.
					£
Alfalfa	...	..	..	..	976,690
Tame grasses	..	..	..	..	248,076
Native "	..	..	..	..	1,794,268
Grains	..	..	..	..	3,267,795
Vegetables and fruits	..	..	..	..	2,200,000
Total	..	..	..	..	8,486,829

Filings and final entries were made on 733,000 acres of Government land by settlers during the year.

The low price of silver which prevailed throughout the year Mining. had the effect of retarding progress in mining, the chief industry of the State. A number of the low-grade silver mines were compelled to suspend operations and development work was brought to a standstill in hundreds of mining properties. The average price of silver for 1892 was '868 c. per oz., as against '9855 c. per oz. in 1891. The figures which I have been able to obtain, show a decrease in value of the metal product, as compared with 1891, of 224,069*l*.

The following is the estimated value of the output for 1892:—

Articles.					Value.
					£
Silver	..	..	..	..	4,405,714
Gold..	...	..	..	..	945,519
Lead	..	..	..	..	987,466
Copper	..	..	..	..	121,854
Total	..	..	..	..	6,470,553

During the past year more coal was mined in Colorado than Coal. during any year in the history of the State. The output was 3,771,234 tons, the value of which at the mines was 1,267,134*l*.

UNITED STATES

SUMMARY of the Coal Statistics during the undermentioned Years.

Year.						Quantity.
						Tons (of 2,000 lbs.).
1874	..	..	..	..	..	87,372
1875	..	..	..	..	..	98,838
1876	..	..	..	..	..	117,666
1877	..	..	..	..	..	160,000
1878	..	..	..	..	..	200,630
1879	..	..	..	..	..	322,732
1880	..	..	..	..	..	375,000
1881	..	..	..	..	..	706,744
1882	..	..	..	..	..	1,061,479
1883	..	..	..	..	..	1,220,593
1884	..	..	..	..	..	1,130,024
1885	..	..	..	..	..	1,398,796
1886	..	..	..	..	..	1,436,211
1887	..	..	..	..	..	1,791,735
1888	..	..	..	..	..	2,185,477
1889	..	..	..	..	..	2,400,629
1890	..	..	..	..	..	3,075,781
1891	..	..	..	..	..	3,512,632
1892	..	..	..	..	..	3,771,234

RETURN of Production of Coal by Countries during the Years
1891-92, showing Increase and Decrease.

Countries.		Quantity.		Increase.	Decrease.
		1891.	1892.		
		Tons (of 2,000 lbs.).	Tons (of 2,000 lbs.).	Tons (of 2,000 lbs.).	Tons (of 2,000 lbs.).
Arapahoe	.. ..	1,273	654	..	619
Boulder..	.. ..	498,494	569,326	70,832	..
Dolores..	.. ..	3,475	3,475	..	..
El Paso..	.. ..	34,364	35,788	1,424	..
Fremont	.. ..	545,789	497,382	..	48,407
Gunnison	.. ..	261,350	198,483	..	62,867
Garfield..	.. ..	191,994	285,550	93,556	..
Huerfano	.. ..	494,466	541,596	47,130	..
Jefferson	.. ..	17,910	23,556	5,646	..
Las Animas	.. ..	1,219,224	1,329,178	109,954	..
La Plata	.. ..	72,471	89,612	17,141	..
Mesa ..	.. ..	5,000	7,300	2,300	..
Montezuma	.. ..	..	675	675	..
Park ..	.. ..	52,626	87,949	35,323	..
Pitkin ..	.. ..	91,642	77,526	..	14,116
Weld ..	.. ..	22,554	13,184	..	9,370
Small mines not reported	.. ..	..	10,000	10,000	..
Totals ..	.. ..	3,512,632	3,771,234	..	..

RETURN of Coke Production during the Year 1891-92.

Counties.	Quantity.		Increase.
	1891.	1892.	
	Tons (of 2,000 lbs.).	Tons (of 2,000 lbs.).	Tons (of 2,000 lbs.).
Las Animas	184,047	240,177	56,130
Gunnison	43,910	51,879	7,969
Pitkin	47,014	53,019	6,005
La Plata	5,548	10,000	4,452
Mesa	..	20	20
Total	280,519	355,095	74,576

The oil-fields at Florence, the only developed oil region in the Petroleum State, produced during the year 730,000 barrels of crude oil.

The following is a record of imports from Great Britain for the Imports. past 6 years :—

Year.						Value.	
						£	s.
1887..	..	..	..	..	..	5,043	12
1888..	..	..	..	..	..	8,109	12
1889..	..	..	..	..	..	17,585	7
1890..	..	..	..	..	..	32,512	4
1891..	..	..	..	..	..	26,008	16
1892..	..	..	..	..	..	9,357	4

STATEMENT of Values of Imports from Great Britain entered at
the Port of Denver during the Year 1892.

Articles.	Value.
	£ s.
Antiquities and curios	76 4
Carpets	68 16
Confectionery	31 4
Cotton, manufactures of—	
Clothing	20 16
Cloths	84 16
Other	11 8
Earthenware, stoneware, chinaware, &c. .. .	2,135 0
Gelatine	378 8
Household and personal effects	531 12
Laces	154 12
Metals, manufactures of—	
Brass balances	84 16
Iron bedsteads	717 8
Sheep shears	73 8
Other	172 12
Miscellaneous articles	119 0
Olive oil	37 8
Shot guns	72 16
Silk, manufactures of—	
Wearing apparel and handkerchiefs	541 0
Other	12 8
Spirits, distilled—	
Brandy	99 16
Gin	3 0
Rum	3 16
Whiskey	218 4
Tin-plates	2,316 12
Varnish	140 0
Wines	345 12
Wool, manufactures of—	
Clothing	122 0
Cloths and dress goods	784 12
Total	9,357 4

Internal
revenue.

The United States Internal Revenue Collector's District, having Denver for its headquarters, embraces Colorado and Wyoming.

The receipts of the office for the year just closed were 71,200*l*. as compared with 65,472*l*. for 1891. The district has in operation 115 cigar factories, 22 tobacco factories, 28 breweries (of which 5 are in Denver), 5 rectifying establishments, and 1 oleomargarine factory.

There were 200,000 barrels of beer manufactured in the breweries during the year.

Education.

Increase in population has made it necessary to increase the educational facilities of the public schools in the State during the year.

According to the report of the State Superintendent of Schools, 93 new school-houses were erected at a cost of 72,427*l*. There

are 23 new school districts, with an increase of 3,256 scholars. The valuation of public school buildings and property in the State is 1,197,033%.

The sanitary condition of Denver shows a marked improve- Health.
ment for the past year, under the efficient Health Commissioner
and his inspectors, the death-rate being 14.48 per 1,000 people
which is the lowest mortality record in the history of the city.

LONDON :

Printed for Her Majesty's Stationery Office,

By HARRISON AND SONS,

Printers in Ordinary to Her Majesty.

(75 6 | 93—H & S 1562)

